Voting of Demands for Grants.

28—Public Works—Rs. 10,65,981.

Mr. V. K. Aravindaksha Menon.—Sir, I rise to move for a grant of Rs. 10,65,981, under 28 Public Works. This amount for Public Works is the lowest on record for the last few years and it is only proper that it is so since we are passing through a belt of financial depression. In this department as in other departments there is some irreducible minimum of expenditure. Such items are for example, the establishment, costs Rs. 1,78,488. Then we have expenditure for the up-keep buildings usually known as the P. C. R. This will come up to about Rs. 70,000, including house allowance to Princes. The amount necessary for the ordinary maintenance of roads is an irreducible item of expenditure. At present this is about Rs 2,19,807. Then there are grants specially earmarked for certain departmental purpose. In this budget there is a lakh of rupees for hospital buidings. We have again necessarily to budget for the completion of works started in previous years. This amount is Rs. 27, 17, 57. Then there is fixed expenditure for the maintenance of works in the Mechanical section for water supply and electricity. This works up to Rs. 2,09,017. Then there are a few items as urgent repairs to roads, and other petty items of unavoidable expenditure as maintenance of steep rollers, road maistries and paucity of office buildings which will work up to Rs. 10,000 roughly. Now if we add all these together we get the figure of Rs. 10,60,000 the distribution of which is controlled by itself. We have not power to reallocate it. Taking the total under Public Works which is Rs. 13,26,400 and deducting from it Rs. 10,60,000 we get the small figure of Rs. 2,66,400. Out of this a sum of Rs. 1,20,662 has been distributed for new works under communication.

In the Cochin-Kanayannur Taluk we propose to do the extension of the Vypeen-Pallipuram Road besides completing the Kadavanthra Road already taken up for execution. In the Mukundapuram Taluk we propose to take up the Nellayi Road work which will give the much needed outlet to the villages of Anandapuram, Nellayi, Muriyad, etc.

The Trichur and Talappilli Taluks come in for a larger share of new road works. These mainly constitute the construction of a bridge across the Karuvannur river at Karanchira, and another bridge across the Manali river at Trikkur. A new road is proposed to be opened to Chemampilly ferry near Triprayar. In the Talappilly Taluk a new road fram Tiruvilluamala to Palghat is proposed. So also another road from Parayampada to Pazhanji. Then a new bridge at Kumbazha

LIBRARY ARCHIVES Kerala Legislative Assembly

across the Keecheri river is budgetted. As for the wishes of the Member for Kunnamkulam the construction of masonry drains in Pazhanji bazaar is proposed.

The Chittanda-Talasseri and the Elnad roads will be completed this year. The Cochin portion of the Koonammuchi-Guruvayoor road will also be completed.

In the Chittur Taluk we have opened the Korayar bridge to the benefit of the village of Erichempathy.

Then we come on to buildings. The improvements to medical institutions form the most important feature of this section. The details of works proposed to be undertaken were published in the Gazette long ago. The special grant will be spread on works which will prove to be of great benefit to the people. My friend the Hon'ble Member for Medicines, whose solicitude to the improvements to the Medical institutions deserves admiration, will, I hope, be more than satisfied by the works we propose to do out of this grant. Mention has to be made of the maternity and out-patient wards which are to be constructed in the General Hospital, Ernakulam,. A new hospital is to be constructed in Mattancheri. There is unfortunately some difference of opinion in regard to the nature of improvements to the Civil Hospital, Trichur. The question centres round the selection of a site for the location of the institutions.

I am afraid whenever the subject of sites are discussed at the personal equation of the parties contending for the different sites are liable to cloud the issue and subordinate the claims of the institution itself. Anyway, I trust that the practical good sense of our people will rise above such considerations as it has done in the past.

The most important building construction works which we did this year are undoubtedly the College extension. The works have been completed and we were able to get sanction from the University authorities for the maximum number of students for which the College is designed.

We have yet to construct another block of buildings costing about Rs. 39,000. This will be situated between the old High School building and the original College block and will thus couple the quadrangle.

The work on the play grounds for the College is in progress

Next we come on to Irrigation. A significant change in the administration of this section is the confirmation of the Irrigation section of the establishment. This division will have an Asst. Engineer, his office staff and two permanent surveyors. Their duties will mainly be investigation of important schemes and the supervision of big irrigation works. During this year they conducted the investigation of several schemes.

LIBRARY ARCHIVES Kerala Legislative Assembly

A scheme for an irrigation system from Manali river was investigated by them. I am expecting the final report from the Asst. Engineer but I can describe the salient points of this scheme.

A diversion channel will commence from the Manali river near the 6th mile of the Vaniampara road and will traverse by Puthur to Marathakara. The channel will be about six miles long and can irrigate about 600 acres of parambas. This will also provide protection for single and double crop lands of an extent of 1,000 acres. The work is productive as it is expected to bring in a revenue of between 4 and 5 per cent on the capital cost. Another scheme which they investigated is a similar channel from the Kallai river. This channel will follow the Thanikudam road and will pass by the new office buildings at Ramavarmapuram and cross the Trichur road near the Central Jail. The length of the channel will be 6 miles. This canal will irrigate 1,300 acres of dry lands and afford protection for a large area of single and double crop lands. The revenue aspect is under investigation by the Diwan Peishkar and we are awaiting his report.

Another scheme which they investigated is the final location of the Kurumali River Diversion. Many alternative alignments were surveyed by them and they have finally selected a site opposite the village of Karlom. The work has already been given on contract and the land acquisition proceedings are in progress. This work will also be supervised by them.

They have also completed the investigation of the flood relief canals in Trippunittura. There were keen differences of opinion among the people on the question of the choice of an alignment. Two alignments were suggested one of them passing through Kodangulangara and the other through Trippunittura market. The Kodangulangara canal will cost Rs. 32,500 and the other Rs. 53,000.

During this investigation it was found that it is essential to improve the Vettuveli chira bund. This is for preventing overflow from the Chitrapuzha river which really causes the submersion of lands in that area.

Another question which they investigated was the drainage of the Kari nilams near Ernakulam. The area affected is about 500 acres. The proposal is to widen and regrade the drainage canal through the Mullasseri Thodu in the town right up to the Padiath basin.

The estimates for all these schemes are ready and will be submitted to Government for consideration early next year.

In 1110, the Irrigation staff will be occupied in the investigation of the Cheerakuzhi and Kannoli river diversions. It is

LIBRARY ARCHIVES Kerala Legislative Assembly

also proper to start joint gauging operations on theChalakkudi river in co-ordination with the Travancore Government. This is for the purpose of eventually determining the quantity of water form the Chalakkudi river to which the two Governments are entitled to. The Chalakkudi river as you all know is the only perennial stream in the Cochin State and the harnessing of this river for purposes of irrigation is bound to be of very great importance to our State.

I have now touched upon the salient points of my budget of next year and if I have not made mention of other important items it is because, I think, I shall have an opportunity of dealing with them during the discussions of the cut motions.

I now again request the members of this House to sanction the grant applied for.

Motion No. 1.

To reduce the allotment of Rs. 54,003 for Establishment by Re. 1. (The Karuvannur Flood Prevention Scheme.)

Mr. P. S. Kesavan Nambudiri.—On a point of information, Sir. May I know when the present scheme of work is expected to be finished?

Mr. V. K. Aravindaksha Menon.—This work will be completed before next monsoon, before Edavam next year.

Mr. P. S. Kesavan Nambudiri.—I do not move the motion.

The motion was, with leave, withdrawn.

Motion No. 2.

Mr. George Chakyamuri.— *To reduce the allotment of Rs. 1,90,611 for Communications by Re. 1. (To discuss about the necessity of having a canal dug right across Palliviruthy east to west.)*

Sir, I beg to move that the allotment of Rs. 1,90,611 under Communications be reduced by one rupee. In doing so the main object of the motion is printed there and I do not wish to make a lengthy speech. This is a matter which I have brought to the attention of the House several times and the several times I came I was given some sort of hope that the matter will be considered. As far as I know this question was investigated by the Chief Engineer personally. He would not deny the necessity for having this canal in Palluruthy. I have only to point out one fact, that is, when I have been asking for roads the reply has been that it is a place easily accessible by backwater communications and that there was no necessity to spend money on roads there. Roads have been denied to me on that ground. Last time when I was pressing for a road the Member for Mulankunnathukavu Mr. P. Kumaran Ezhuthassan asking:—

LIBRARY ARCHIVES Kerala Legislative Assembly

"Are there not backwaters"? Mr. V. K. Aravindaksha Menon says:— "Yes." So I say that when I ask for a metalled road you will say that there is no road traffic and that that place is navigated by backwaters. If that be so, I now come to the Government with a request for canals. The present canal is an urgent necessity and it will be accepted by the Chief Engineer who has personally investigated into the scheme also and he knows that it is absolutely essential in that locality. In these circumstances I request the Government to sympathetically consider the question of giving one canal right across Palluruthy. The cost of this is estimated to 30,000 rupees or so. It may not be possible for the Government to make any allotment this year. The inhabitants of the locality have petitioned for this bridge and the Panchayat has passed a resolution requesting the Government to grant this. The matter has engaged the attention of the Government. But this has been so for several years. I would request the Government to sympathetically consider the question of taking it up at least when the budget for the next year is being framed.

Mr. Popatlal Goverdhan Lalan.— Sir, I heartily support this motion. In my humble opinion Palluruthy is an extremity to our commercial centre Mattancherri. From Mattancherri we are having goods transported by the backwater. Suppose the Government is going to have the 4th stage of the harbour or even at the present stage the backwater traffic will be increased. Then it will be more inconvenient to have traffic as it exists at present. It is likely that the commercial classes will have to shift a little southwards and as merchants also will go and have their shelter in the south in Palluruthy. Then the great necessity of backwater traffic will be increased. It will not be a bad investment at all to the Government. That investment will bring in good return to the Government Without more facilities I do not think that commercial progress will materially increase. Even the present investment has brought to the Government very good income. This proposal will also facilitate the same purpose. The interior parts of Palluruthy will be much benefited and the facilities will be of much help to the agriculturists as well as to the commercial people. So I heartily support the motion and request the Government to consider it as a very important one.

Mr. Joseph Pettah.—Sir, I also support the motion and that on the general principle that water conveyance is much cheaper than road transport. If we could develop more of water communications in the State it will facilitate the development of commerce much more than our present facilities will do. On this general principle I think I have a very strong reasons to support this motion.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. V. K. Aravindaksha Menon.—Sir, as stated by the honourable mover of this cut motion the canal is expected to cost about 33, 000 rupees. It is proposed to be done in Palluruthy, where, you will all agree with me, there is no dearth of communications by water. As stated by the honourable mover there were several petitions. When they wanted this canal they had three objectives. The first one was to facilitate transport so that they may get down manure for cocoanut gardens. Now half a mile is the greatest distance from any point of this land to the backwater area. I do not see how there is so much of difficulty for the transport of manure now and even if there is difficulty how one canal alone can meet the entire demands of the people as a whole. I honestly cannot understand how it is. Another object was the prevention of drought. Here also it is not known how one canal can benefit the whole area. The other reason was the transportation of this and marketing them. The market is now adjacent to the place where there are facilities for water communication. The market does not after all seem to be a very big one at present. If more water communications are required it could be shifted to a convenient locality if necessary. This canal does not serve the people in Andikadavu, Kandakadavu and Chelianam. There is abroad a canal known as Pashni Thodu and I must candidly state that this is sufficient for their requirements of the locality. But since the necessity for this canal has been brought to our notice, the Government have ordered that in view of these representations they would consider the question of constructing this canal if half the cost will be contributed by the people who are expected to be benefited by it.

Mr. George Chakyamuri.—It is generally the case that we make the demands for funds from the Government but we see now that the Government itself is coming forward and asking for funds from us. It is reversing the position as far as I can see. There are certain fallacies in the argument of the Chief Engineer. I am not finding fault with the Chief Engineer. I do not want to question the statements he has made. I would honestly request him to reconsider the position. There are some obvious fallacies in the position taken up by the Chief Engineer. I would again request him kindly to reconsider the question of personally enquiring into this question once more and see for himself whether there is any necessity for this canal. As regards his argument that one canal will not satisfy the requirements of the whole people there is this fallacy that if one cannot meet the entire demands of the people it is no reason that at least one should not be given. With regard to the

LIBRARY ARCHIVES Kerala Legislative Assembly

argument advanced by the Chief Engineer that there is only half a mile distance from any point of the land to the backwater, I submit there is an apparent fallacy in that argument. Take the case of the Pandarachira. If one has to get into the backwater one has to travel four or five miles. Now the main purpose for which the backwater is used by the inhabitants is for transporting goods from Mattancheri and Cochin to the interior of Palliviruthi. There is no useful purpose served to the inhabitants of Palliviruthi by that chira simply because they have to walk 4 or 5 miles if they want to get at that. This canal is intended to cut the place in to two; the broad expanse of land one mile broad and 4 or 5 miles in length somewhere in the middle. So if that cut is made it will be more convenient to the people. Therefore it is no argument to say that there is only a distance of half a mile from any point of the land to the backwater. The main idea is to conveniently transmit goods from Mattancheri and other places for which this canal is absolutely necessary. In view of these facts and that the Panchayat concerned has been making repeated representations and the peoples themselves have been petitioning to the Government I request to consider this question once more. The Chief Engineer who personally made the investigation in 1107 does not say that it is not necessary. Now in these matters Government find it more and more difficult to find funds as it is a case of diminishing returns as the economics professors would put it. In the first year they say that we will seriously consider the proposition. In the second year they will say that we will look into the matter and see whether it is after all useful or not and that we will provide funds in the next year. In the fourth year they will come and say that it is not absolutely necessary. I should be amply satisfied if the Chief Engineer himself would personally go into the question once more and satisfy himself about the necessity and if he is personally satisfied that these objections are not tenable I would request him to make serious endeavours to materialise it. I shall be very glad to withdraw my motion if the Chief Engineer will give me a promise.

Mr. V. K. Aravindaksha Menon.—I have already once investigated the question and if necessary I shall again investigate.

The motion was, with leave, withdrawn.

Motion No. 3.

Mr. George Chakyamuri.—*To reduce the allotment of Rs. 1,90,611 for communications by Re. 1. (To discuss about the necessity of having a metalled road right across Kumbalanghi north to south.)*

LIBRARY ARCHIVES Kerala Legislative Assembly

Sir, again I beg to move that the allotment of Rs. 1,90,611 for communications be reduced by one rupee. The object of my motion is to discuss about the necessity of having metalled road right across Kumbalanghi north to south.

Now, Sir, I have been repeatedly asking in this House for two roads both together coming up to a length of 12 miles, one road from Palliviruthi right across to the western limits of Chellanam and the other from the northern limits of Kumbalanghi to its southern extremity. As I have already stated here conflicting replies—replies with different arguments—have been given in meeting these requests. I do not want to go into them in detail now. I shall refer to an assurance given to me in 1107 by the Chief Engineer himself. "Government have ordered the Registrar of Panchayats to attend to the metalling of the road in Kumbalanghi and they have asked me to prepare an estimate for making a road along the public lane to Chellanam. These works are therefore engaging our attention. I hope to complete the estimate of the road to Chellanam soon." As I submitted on another occasion, the normal period of gestation for these things would not exceed more than one year. If what is stated was intended to be carried into effect I submit more time has elapsed and the Government ought to have considered the importance of these two roads. Of course, in my present cut motion I have reduced considerably my demand because I am aware that the Chief Engineer is going to tell me that we have given you water supply and large sums had been spent on it and that we have taken up the Vypeen-Pallipuram road in which a lot of money has been spent. Subsequent to 1107 what I have done is only a very modest request. I have reduced the 12 miles road into a road of 2½ miles which can be done with a few thousands of rupees. In the speech of the Chief Engineer it was admitted moreover that the largest share of the P. W. D. works is claimed by the Trichur and Talappalli Taluks. I submit that this stepmotherly treatment of our taluks should not be tolerated any more. Ever since I have been a member of this House I have been requesting and begging at the doors of Government for these two roads in my constituency. Every time some sort of replies used to be given. I hope if in this matter at least the Chief Engineer would sympathetically consider the question of 2½ miles of road I should be highly obliged to him. With these observations I leave the matter to the Government.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.— സർ, ഞാൻ ഈ പ്രമേയത്തിലെ പ്രത്യേകസംഗതിയെ ഉദ്ദേശിച്ചുമാത്രം പറയുകയല്ല. റോഡുകളും തോടുകളും മറ്റു പൊതുമരാമത്തു ജനങ്ങളും ഉണ്ടാക്കണ

LIBRARY ARCHIVES Kerala Legislative Assembly

മെന്നു പറയുമ്പോൾ ഗവമ്മെണ്ടിൽനിന്നു സാധാരണ പറയാറുള്ള ചില ഒറുമൂലികാമറുപടികൾക്കു ഒരു സമാധാനം പറയുകയാണു് ഞാൻ എന്റെ പ്രസംഗംകൊണ്ടു ഉദ്ദേശിക്കുന്നതു്. സാധാരണ ഞങ്ങൾ ഇവിടെ പറയുന്ന സംഗതികൾക്കു് ഗവമ്മെണ്ടിൽനിന്നും ചില വാഗ്ദാനങ്ങൾ തരാറുണ്ടു്. ബഹുമാനപ്പെട്ട ചീഫ് എഞ്ചിനീയർ മാത്രമല്ല മറ്റെല്ലാ മെമ്പർമാരും വാഗ്ദാനങ്ങൾ തരുന്ന കാര്യത്തിൽ പിന്നോക്കമല്ല. എന്നാൽ ആ വാഗ്ദത്തങ്ങൾ പാലിക്കുന്ന കാര്യത്തിൽ വളരെ അമാന്തമുണ്ടായിട്ടുള്ള വാസ്തവം നിങ്ങൾതന്നെ സമ്മതിക്കുമെന്നു ഞാൻ വിശ്വസിക്കുന്നു. വിശേഷിച്ചും റോഡുകളെ സംബന്ധിച്ചിടത്തോളം പണമില്ലെന്നുള്ള വാദംകൊണ്ടു വരുന്നതു് വലിയൊരു യുക്തിഭംഗം തന്നെയാണു് പണമുണ്ടാക്കുവാനുള്ള പല മാർഗ്ഗങ്ങളും ഞങ്ങൾ ഇവിടെ പറയുമ്പോൾ അതു സ്വീകരിക്കാമെന്നു സമ്മതിക്കുകയും ഒടുവിൽ അതു സ്വീകരിക്കാതിരിക്കുകയും നാടുപ്പിൽ വരുത്തുവാൻ പ്രയാസമാണെന്നു പറയുകയും ചെയ്യുന്നതു ശരിയല്ല. പണമില്ല എന്നുള്ള കാരണം ഒരു ഗവമ്മെണ്ടു പറയുന്നതുതന്നെ ശരിയല്ല. വ്യക്തികളുടെ കയ്യിൽ പക്ഷേ പണമില്ലാതെ വന്നേക്കാം; അതുപോലെ ഒരു ഗവമ്മെണ്ടിനു പണമില്ലെന്നു പറഞ്ഞാൽ അതു പരമമായ ഒരു അബദ്ധമാണു്; ഗവമ്മെണ്ടിനു പണമില്ലെങ്കിൽ പണമുണ്ടാക്കുവാനുള്ള പല മാർഗ്ഗങ്ങളിൽ ഒന്നെങ്കിലും തുറന്നിടണം. അല്ലാത്തപക്ഷം മറ്റു രാജ്യങ്ങളിൽനിന്നു കടം വാങ്ങിയെങ്കിലും ആവശ്യമായ കാര്യങ്ങൾക്കു ചിലവുചെയ്യുവാൻ നോക്കണം. ഇന്നു് എല്ലാ പരിഷ്കൃതരാജ്യങ്ങൾക്കും കടമുണ്ടു്. ഇവിടെ എങ്ങിനെയെങ്കിലും ബഡ്ജറ്റിൽ മിച്ചം കാണണമെന്നോ നിർബന്ധമുള്ളു. അതു പാടില്ല; മറ്റു ഗവമ്മെണ്ടുകളെപ്പോലെ കടം വാങ്ങിയിട്ടെങ്കിലും റോഡുകളും തോടുകളും മറ്റു പൊതുമരാമത്തുപണികളും ഇവിടെ നിവ്വഹിക്കണമെന്നാണു് എന്റെ വാദം. അതു ഗതാഗതസൌകര്യങ്ങളെ വർദ്ധിപ്പിക്കുന്ന പ്രയോജനകരമായ ഒരു ചിലവാണെന്നു മാത്രമല്ല ഇവിടത്തെ തൊഴിലില്ലായ്മയെ പരിഹരിക്കുവാനുള്ള ഒരു മാർഗ്ഗംകൂടി ആയിത്തീരുന്നതാണു്. ഈ നാട്ടിലെ വളരെ ഭയങ്കരവും ദയനീയവുമായ തൊഴിലില്ലായ്മയെ പരിഹരിക്കുന്നതിനു് ഇങ്ങിനെ ഒരു പദ്ധതി സ്വീകരിക്കണം. ഇതുവഴി അളുകൾക്കു സഞ്ചാരസൌകര്യങ്ങൾ കൂട്ടുകയും വേലയുണ്ടാക്കുന്ന പ്രതിഫലം കൊടുക്കുകയും ആളുകളെ തൊഴിലില്ലായ്മയിൽനിന്നു രക്ഷിക്കുകയും ചെയ്യാൻ സാധിയ്ക്കും. നമ്മുടെ ഭൂരിപക്ഷം ജനങ്ങളും മൂലധനവും ഭൂമിയും വേലയും വേലയുണ്ടാക്കുന്നതിനുള്ള കൂലിയും ഇല്ലാതെ പട്ടിണിയും ദാരിദ്ര്യവുംകൊണ്ടു കഷ്ടപ്പെടുന്ന ഈ അവസരത്തിൽ ഗവമ്മെണ്ടിനു പണമില്ലെന്നു തൊടുന്യായം പറഞ്ഞാൽ മതിയോ? ഈ നാട്ടിൽനിന്നുതന്നെ പണം കൂടുതൽ ഉണ്ടാക്കുവാനുള്ള മാർഗ്ഗ

LIBRARY ARCHIVES Kerala Legislative Assembly

ങ്ങളം ഞങ്ങളം നിങ്ങളുടെ ദൃഷ്ടിയിൽ പെടുത്തിയിട്ട് കൊല്ലമെത്രയായി? അപ്രകാരം പണം കൈവശപ്പെടുത്തിക്കൊള്ളാമെന്നു നിങ്ങളം വാക്കുതന്നിട്ട് കാലമെത്രയായി? അതിനിപ്പോളം മനസ്സില്ലെങ്കിൽ പോകട്ടെ; നല്ലകായ്ങ്ങളംകൂടം വാങ്ങിക്കുമോ? ജനങ്ങളെ അവരുടെ കഷ്ടപ്പാടിൽനിന്നും തൊഴിലില്ലായ്മയിൽനിന്നും രക്ഷിക്കുവാൻ എപ്പോഴും ഗവമെണ്ടു സന്നദ്ധത കാണിക്കണമെന്നു മുമ്പു പലപ്പോഴും ചെയ്തിട്ടുള്ള അപേക്ഷ വീണ്ടും ചെയ്യുകയാണ് ഞാൻ എന്നോ ഇതു ചെറുപ്രസംഗംകൊണ്ട് ഉദ്ദേശിച്ചതു്.

Mr. M. K. Raman.—I support the motion, and I have a particular reason for doing so. Probably, among the Ezhuvas and Christians of Kumbalanghi, this is the only question upon which they can agree. In all other respects, the two communities are not getting on very amicably. And therefore when the Hon'ble Member for Palliviruthi requests for the metalling of their common road, I think I can safely support it. I think it is also an absolute necessity. If Cochin is connected with Kumbalanghi, we get a sort of connection with the Travancore roads. Because these two communities are very well agreed in respect of this road, I say again I have very great pleasure in supporting this motion.

Mr. V. K. Aravindaksha Menon.—Kumbalanghi, as you all know, is only an island of about 2½ miles long and unconnected with the main land by means of any communication. The most important thing for us will be to construct an embankment from Cochin to Kumbalanghi.

Mr. George Chakyamuri.—I don't want any embankment. I want only to metal that road. Do not put impossible things and then deny me the thing.

Mr. V. K. Aravindaksha Menon.—Does not the Hon ble Member think that having a road in Kumbalanghi without any connection with anywhere else is absolutely useless.

Mr. George Chakyamuri.—Yes. As it is, it is all loose sandy soil and during the hottest parts of the days, it is impossible to walk through it. We are grateful to the Diwan to have visited that place, during summer, it is like a desert. We do not want any embankment. Allow us to walk. It is not going to cost Government a fabulous amount. Almost all of it is poramboke land. We have only to metal it.

Mr. V. K. Aravindaksha Menon.—I have absolutely no objection to metal it. But we have not been able to provide for it in this year's budget and I shall represent this matter to the Road Board.

Mr. George Chakyamuri.—The idea is that you will represent this to the Road Board.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. V.K. Aravindaksha Menon.—We have got a Road Board now which looks into all questions and our recommendations are based on the resolutions passed by that Board.

Mr. George Chakyamuri.—To the best of my information, the Rural Re-construction as well as the Road Board Committees have recommended the metalling of this road.

Mr. V. K. Aravindaksha Menon.—I don't think so. The Cochin Road Board has not recommended the metalling yet.

Mr. George Chakyamuri.—Was the Road Board asked to go into this question by you?

Mr. V.K. Aravindaksha Menon.—I think it was considered by the Road Board and they thought that it could be put off.

Mr. George Chakyamuri.—The Road Board put it off, or the Government put it off?

Mr. V.K. Aravindaksha Menon.—The Road Board.

Mr. Paul Mampilli.—From my personal experience of a road which we have in my constituency, I will advise my Hon'ble friend, the Member for Palliviruthi not to request to have a metalled road, because it is practically impossible for us to walk along that road and I am sure some of the Hon'ble Members of this House will bear me out in this statement. Of course, we desired very much to get a road in our constituency and the Government was pleased to construct one. But the difficulty now is that the people have to walk away from the road. Without some protection for the feet it is impossible to walk along that road. It is a difficulty which I have myself personally experienced. Unless the metal is consolidated and rolled down, there is no use of giving a road at all. I would say that unless a road can be used for vehicular traffic, it is not good to have it metalled. For pedestrians ordinary road will be better than a metalled road. So, I would desire the Hon'ble Member not to press for a metalled road in his constituency where vehicles traffic is not possible. Metalled road can only be in the way in which they have made a road for us. So, I would again request the Hon'ble Member to think twice before he asks for a metalled road.

Mr. Mohamed Seethi.—The view of the previous speaker would only indicate that a road should not only be constructed but it should be maintained. That is in no way an argument against the demand for a road made by the Hon'ble Member for Palliviruthi. I would strongly request that a road might be given to that constituency and it should be maintained also so to force the people not to avoid the road, as the Hon'ble Member for Narakkal has just now said. With these words, I support the motion.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. V. K. Aravindaksha Menon.— By way of explanation, the road that the Member for Narakkal referred to is the Vypeen-Pallipuram Road which was recently metalled. I inspected that road 2 months ago and I found that that road is as good as any other road. It is not difficult to walk over it. Further a road cannot be kept in good condition, if there is no traffic. A road requires traffic. If we metal a road and if there is no traffic, it will not remain quite smooth.

Mr. George Chakyamuri.— Sir, I am grateful to the Hon'ble Member who supported this motion, although I do not agree with the Hon'ble Member for North Ezhuvas when he says that this road is the only point on which the Ezhuvas and Christians of Kumbalanghi agree. But in fact there are very many other common points on which we agree. There is absolutely nothing and it is very wrong to say that we are at logger-heads. Except for the unfortunate occurrence years ago, we get on like brothers. My Hon'ble friend probably made reference to that unhappy accident which all of us regret. With regard to the observations made by the Hon'ble Member for Narakkal, it seems to me very curious, because he seems to have very delicate feet and he experiences difficulty. I would have prescribed a pair of shoes to that Hon'ble Member or anything like that and asked him to walk through that road instead of avoiding that road. It is absolutely ridiculous to say that if it is not possible to walk through a particular road, others should not have roads at all. What is meant by the cut motion is to give us a good road through which people can walk. If the road in his constituency is unfortunately bad when he happened to go there, that is no argument for disallowing others to walk on roads.

I appreciate the argument advanced by the Chief Engineer when he said, that it is rather difficult to maintain roads without cart traffic. But what I want to appeal to Government is that these are areas closely connected with the Harbour, with the development of the Harbour, these areas will have to be linked with the Harbour. We cannot do all that work in one day. Now gradually we have to take those questions. It is how things are developed in other parts of the world. You don't do all the work, in one day. What we say is, start the work, metal the road and after some time when funds permit link it with Mattancheri. To refuse to metal the roads because there is no cart traffic will be leaving us in damnation for ever. So, even from a wider outlook, I respectfully beg to submit that Government must seriously take up the question developing these areas and link it with the Harbour. Although cart traffic is not possible just now, in the interest of the future development of the area I would appeal to the Chief Engineer to reconsider the question

LIBRARY ARCHIVES Kerala Legislative Assembly

and take thequestion up next year. With these observations, I beg to withdraw the motion.

The motion was, with leave, withdrawn.

Motion No. 4.

Mr. E.Ikkanda Warriar.—*To reduce the allotment of Rs. 1,90,611 forcommunications by Re 1. (To discuss the urgent necessity of constructing the Parur-Chennamangalam road bridge.)*

Sir, my motion relates to the Parur-Chennamangalam road bridge. I understand that this matter is engaging the active consideration of the Government from one of the answers given to me yesterday. Therefore, I do not propose to move this motion.

The motion was considered withdrawn.

Motion No. 5.

Mr. E.Ikkanda Warriar.—*To reduce the allotment of Rs. 1,90,611 for communications by Re. 1. (To call the attention of the Government to the paucity of roads in Chennamangalam.)*

I rise to move the following standing in my name: "To reduce the allotment of Rs. 1,90,611 for communicati ons by rupee one, to call the attention of theGovernment to the paucity of roads in Chennamangalam."

Sir, though the richest and one of the most thickly populated villages of the State, Chennamangalam has not one inch of cartable road. Its extent is about 2700 acres. Out of this, there is absolutely no waste lands. Its population is roughly 16,000. In answer to question No. 82 of this session, the Government told us thatthere are 9 and odd miles of public roads there. I too have seen the place. I have not seen anything that may be called a road there. There are no vehicles of any kind, not even a bicycle can go from one end of the village to the other. Not even pedestrians can walk without taking off their shoes and waddling across water in different places, and I do not know what is the definition of roads in the Government dictionary. Of these 9and odd miles of Government roads, Government owns only about one mile. It is also admitted that the Government has not spent any amount under communications in this village until 1109. This year, they have provided a magnificent sum of Rs. 359 for road maintenance. I do not know whether they have spent it. I am afraid it was only when they answered my question—I mean question No 82 of this session—that they felt the awkwardness of the situation, that such a big rich village with a large population had not the attention which it really deserved, that they have this grand appellation of roads probably to the privately owned by-paths leading to private houses, lanes and varambas in paddy lands and the measurement they gave us

LIBRARY ARCHIVES Kerala Legislative Assembly

comes to 9 miles, 1 furlong and 33 yards. I do not know who is responsible for this state of affairs. It is not my present purpose at all to find it out. I thought a road bridge connecting Chennamangalam and Parur will go a great way for improving the means of communication in that island. I know that the Parur Municipality was asking for this connection. I therefore began to agitate for this in this Council. I was told that the matter was under correspondence with the Travancore Government. It would necessarily take up some time. I therefore began to ask for the improvement of roads in the meantime. The Hon'ble Member for Engineering told us in this Council that the bridge is the more important thing and that he would attend to it first. From the way in which he told us, I thought that the bridge will be an accomplished fact this year. But that was not to be. The preparation of estimates and plans is not completed yet. Will it be too much therefore, if I request the Government to look into this question of roads immediately without waiting for the bridge? In fact, I would submit that both the bridge and the roads are equally urgent matters. There is no provision for the construction of new road in the next year. There is a small provision of Rs. 359 for the maintenance of roads. I do not know which roads. Government have only one mile of road in that place. Some of the trunk roads of the State require only Rs. 350 for the maintenance of one mile of road. I cannot understand where they are going to spend that Rs. 359. I cannot also understand how they are justified in repairing roads belonging to others. I do not know whether it will be allowed by them. But there is one favourable circumstance in this matter and that is this: Most of the roads belong to Paliam. I think Government can easily persuade them to give lands necessary for the construction of these roads.

I therefore request the Government to consider this question and take this question immediately in hand and have a scheme of roads for that island and begin the construction immediately. With these few words I commend the motion to the unanimous acceptance of this House.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം — സർ, ഇതിൽ പറയുന്ന സംഗതി എന്റെ നിയോജകമണ്ഡലത്തിൽ പെട്ട ഒരു വിഷയമായതുകൊണ്ടു് ഞാൻ ഒന്നു രണ്ടു വാക്കുകൾ പറയുന്നതിൽ ആക്ഷേപം ഉണ്ടാകുമോ എന്നു് ആദ്യമായി അദ്ധ്യക്ഷപ്പെടുത്തിക്കൊള്ളുന്നു. എന്റെ നിയോജകമണ്ഡലത്തിൽപെട്ട ഒരു കാര്യത്തിനുവേണ്ടി ഇവിടെ ഈ കട്ടമോഷൻ കൊണ്ടുവന്നതിനു് ബഹുമാനപ്പെട്ട ഉദ്യോഗം മെമ്പർ അവർകൾക്കു് എന്റെ ഹൃദയംഗമായ നന്ദി പറഞ്ഞുകൊള്ളുന്നു. ചേന്നമംഗലത്തു് റോഡുകളുടെ കാര്യം വല്ലാ

LIBRARY ARCHIVES Kerala Legislative Assembly

തെയുണ്ടെന്ന ബഹുമാനപ്പെട്ട ചീഫ് എഞ്ചിനീയർതന്നെ സമ്മതിച്ചിട്ടുള്ള ഒരു സംഗതിയാണ്. പക്ഷെ ചേന്നമംഗലത്തു മാത്രമല്ല, എന്റെ നിയോജകമണ്ഡലത്തിൽ പൊതുവെ ഗതാഗത സൌകര്യങ്ങൾ വളരെ കുറവാണെന്ന് അദ്ദേഹത്തിനു പ്രഥമദൃഷ്ടിയിൽതന്നെ മനസ്സിലാക്കുവാൻ സാധിക്കും. അതിനെസംബന്ധിച്ച് ഒരു പ്രതീക്ഷാപ്രത്യാഖ്യാനം ചെയ്യേണ്ടതുണ്ട്.

എന്റെ നിയോജകമണ്ഡലത്തിന്റെ കാര്യം പറയുമ്പോഴെല്ലാം ഒരു അമ്പതിനായിരം രൂപായുടെ കണക്കു പറയാറുണ്ട്. ഈ തവണ റോഡു തന്നില്ലെങ്കിലും വേണ്ടില്ല; ഈ അമ്പതിനായിരത്തിന്റെ കണക്കു പറയരുതേ എന്നു അപേക്ഷിക്കുന്നു. ഈ അമ്പതിനായിരംതന്നെ എത്രയോ കൊല്ലം മുടച്ചുയായ മുറവിളികൂട്ടിയതിന്റെ ഫലമായി കിട്ടിയിട്ടുള്ളതാണ്. അതു തന്നിട്ടും വളരെ കൊല്ലങ്ങൾ കഴിഞ്ഞു. അതുതന്നെ എപ്പോഴും കൊടുങ്ങല്ലൂരിന്റെ ചരിത്രത്തിൽ പറഞ്ഞുകൊണ്ടിരുന്നാൽ വാസ്തവത്തിൽ അതിൽപരം കഷ്ടം വേറെയില്ല. വളരെ കൊല്ലങ്ങളായി കൊടുങ്ങല്ലൂർ പഞ്ചായത്തുകളിൽനിന്നും കുറെ റോഡുകളും തോടുകളും അടിയന്തരമായി തുറന്നുകിട്ടുവാൻ ആവശ്യപ്പെട്ടുകൊണ്ടിരിക്കയാണല്ലൊ. പഞ്ചായത്തുകളിലെ ആ പ്രമേയങ്ങളിൽ ചിലതിന് എട്ടും പത്തും കൊല്ലത്തെ പഴക്കം വരും. അങ്ങിനെയിരിക്കെ ആ റോഡുകളും തോടുകളും ഗവർമ്മെണ്ടിൽനിന്ന് ഇപ്പോഴെങ്കിലും അനുവദിക്കുകയുണ്ടല്ലയെന്നാണ് ഞാൻ ചോദിക്കുന്നത്. അതുകളനുവദിക്കുന്നപക്ഷം പഞ്ചായത്തുകൾ ആവശ്യപ്പെട്ടന്ന റോഡുകളുടേയും തോടുകളുടേയും പ്രമേയങ്ങൾ ചവറുകൊട്ടയിൽ തള്ളുന്നതുമൂലം ഗവർമ്മെണ്ടു തങ്ങളെ സ്വയംഭരണത്തിൽ വിശ്വസിക്കുന്നില്ലെന്നും അതിനെ നിരന്തരം അപമാനിക്കയും അനാദരിക്കയും ചെയ്യുന്നുവെന്നും നാട്ടുകാരുടെ ഇടയിൽ പ്രചരിച്ചുകൊണ്ടിരിക്കുന്ന അപഖ്യാതിയെ ഇല്ലായ്മചെയ്യുവാൻ കഴിയും. മേൽപറഞ്ഞ റോഡുകളും തോടുകളും നാട്ടുകാർ പലപ്പോഴും അധികാരികൾക്കു ഹർജികൾ വഴിയായും ഗവർമ്മെണ്ടിനേയും ഇഞ്ചിനീയർ ഡിപ്പാർട്ടുമെൻറിനേയും ധരിപ്പിച്ചിട്ടുള്ളതാണ്. അതുകൊണ്ട് കൊടുങ്ങല്ലൂരിലെ ഗതാഗതസൌകര്യത്തിന് താരതമ്യേന കൂടുതൽ പ്രാധാന്യം കൊടുക്കണമെന്ന് അപേക്ഷിച്ചുകൊണ്ട് ഞാൻ ഈ പ്രമേയത്തെ പിന്താങ്ങുന്നു.

Mr. V. K. Aravindaksha Menon.—Sir, as I have already said in this Council in the previous sessions, the necessity for improved communications in Chennamangalam has already been realised by Government. They have already ordered me to prepare estimates for the bridge connecting Parur and Chennamangalam and as I told the Hon'ble Member yesterday, the estimates will be completed in about a week. As

LIBRARY ARCHIVES Kerala Legislative Assembly

regards the taking up of the improvements of roads in conjunction with the construction of the bridge, I can assure the Hon'ble Member that I am in full sympathy with that proposition and I shall do my best. As regards the observation of the Hon'ble Member for Cranganur, about the paucity of the roads in Cranganur I do not think that the Member is justified in saying that, because they have got a road for every mile starting with the Azhicode road or the south and the Padakulam road.

Mr. K. M. Ibrahim.—On a point of information. What about the Edavilangu-Kara road?

Mr. V. K. Aravindaksha Menon.—It is in British territory. I don't think that the Member has brought to the notice of this House the necessity for that road.

Mr. P. Krishna Menon.—With regard to the bridge connecting Parur and Chennamangalam, has any understanding been come to with the Government of Travancore?

Mr. V. K. Aravindaksha Menon.—The Travancore Government have asked me to prepare an estimate for consideration.

Mr. P. Krishna Menon.—With regard to their contribution, has any definite arrangement been come to?

Mr. V. K. Aravindaksha Menon.—The understanding is that they will contribute a moiety.

Mr. E. Ikkanda Warriar.—In the light of the assurance given by the Hon'ble Member I beg leave of this House to withdraw the motion.

The motion was, with leave, withdrawn.

Motion. No. 6.

Dr. K. Sankara Menon.—*To reduce the allotment of Rs. 1,90,611 for communications by Re. 1. (Regarding the opening of the Maradu road in the Vyttila constituency.)*

Sir, I beg to move that the allotment of Rs. 1,90,611 for communications be reduced by rupee one. It is to urge upon the Government the necessity of opening a few roads in my constituency. I have on more occasions than one pointed out that in the Vyttila constituency there are no roads and accordingly one road has been sanctioned last year and part of the work is undertaken and provision has also been made in the next year's budget for the completion thereof. I thank sincerely on behalf of my constituents and on behalf of my humble self the Diwan and the Chief Engineer for the earnestness with which they have undertaken this very important work—important as far as my constituency is concerned. But with one road we could not be satisfied. A few more roads are equally necessary in my constituency for instance Maradu-

LIBRARY ARCHIVES Kerala Legislative Assembly

Kundannur, which connects Maradu with Kundannur Ayininada road which goes due east to Trippunittura and also the extension of the Thevara road further south, and in the areas of Kumbalam, Panangad and Nettur there are no roads of any kind whatsoever. I have pointed out all these facts in my previous speeches on many an occasion. The Chief Engineer was kind enough to accompany me to get an idea of the forsaken condition of those places on more than one occasion and so he will bear out in my statement that he was not able to proceed further after some time on account of the slippery nature of the marshy area. And last year or year before last, the alignment for the Kundanoor and Ayninada road was made after careful survey of the locality. I request that speedy steps may be taken to open at least a few roads in my constituency early next year. If lack of funds stand in the way and interrupt the work, I would also like to point out that since all these roads lead to the Harbour one way or the other to increase its usefulness, a portion of the imperial contribution which the Chief Engineer referred to in the course of his speeches the other day may be utilised for the construction of these roads. It will be remembered that in my constituency these roads are absolutely necessary without which people could not actually get on or move about without trespassing on other's property.

The Thevara High School which has been doing very good work as seen from the results of the last public examinations students resort to for education from different places in the neighbourhood. The present Perumanoor road terminates in the front of the High School. If the road is extended southwards as far as possible, then that will add greatly to the convenience of the pupils attending the school. I do not want to speak much upon the usefulness of these roads. The Chief Engineer himself knows the urgent necessity and therefore I would request him and the Government to do the needful in this matter at least next year.

Mr. V. K. Aravindaksha Menon.—Sir, this road was one of those which will be very useful and I can only state at this moment that the remarks of the Hon'ble Member will be noted and considered.

Dr. K. Sankara Menon.—In the light of these remarks, I beg leave to withdraw the motion.

Motion was, with leave, withdrawn.

Motion No. 7.

Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 1,90,611 for communications by Re. 1 (To discuss the urgent necessity of a road from Puthur to Manamangalam.)*

LIBRARY ARCHIVES Kerala Legislative Assembly

My motion relates to Puthur-Manamangalam road. I understand from one of the answers given yesterday that this road has not been blessed by that Road Board Committee. I do not, therefore, move this.

The motion was considered withdrawn.

Motion No. 8.

Mr. Paul Mampilli.—*To reduce the allotment of Rs. 1,90,611 for communications by Re. 1. (To elicit information regarding the line of extension of Vypeen—Pallippuram road.)*

My cut motion states that it is only to elucidate information regarding the line of extension which the department is going to take for the extension of the Vypeen—Pallippuram road. I would like to know how the road is going to be extended towards the south and how far is it to be extended now.

Mr. V. K. Aravindaksha Menon.—We have now constructed about 5 miles of road from Narakkal Hospital to the Ayyampilly Dispensary. It is proposed to take the road to the south as far as Vypeen and if the Member wants the actual alignment, it will follow a portion along the existing foot-path with suitable deviations that will be the general alignment.

Mr. Paul Mampilli.—Sir, what I want particularly to know is this. As far as the Anchal Office there is the poramboke path now. From there directly to the south there is no poramboke land at all. I want to know whether you are going to extend the road straight to the south or you mean to deviate the road in another direction.

Mr. V. K. Aravindaksha Menon.—We are going to acquire lands where there are no poramboke paths and take it due south in continuation.

Mr. Paul Mampilli.—My question is, from the place where the Anchal Office is, do you take the road directly to the south or will you change the course of the road taking it to the south?

Mr. V. K. Aravindaksha Menon.—The exact alignment is not settled.

Mr. Paul Mampilli.—I don't move the motion, Sir.

The motion was considered withdrawn.

Motion No. 9.

Mr. Paul Mampilli.—*To reduce the allotment of Rs. 2,17,042 for maintenance by Re. 1. (To elicit information regarding the nature of maintenance proposed to be done in the Vypeen—Pallippuram road.)*

Sir, here I want to invite the further attention of the Government regarding the unsatisfactory condition of the road for

LIBRARY ARCHIVES Kerala Legislative Assembly

pedestrians. As I remarked on the cut motion moved by the Hon'ble Member for Palluruthi the road is not in such a good condition as it may safely be used by pedestrians without hurting their feet. I know that it is a matter of opinion whether a road is good or bad and the Chief Engineer may hold a different view from me. But really only the man who wears the shoe knows where it pinches. And I know that the road is not now in a condition fit for pedestrian traffic. I do not know whether the Hon'ble Member for Engineering will question that, because it is a matter which I personally experienced. I do not know whether at the time the Chief Engineer inspected the locality, it was in a condition fit for being used by pedestrians, but before and after his visit I have seen the road and even now I know it is not in a fit condition for being used by pedstrians. The difficulty is that there are sharp stones bristling up in various parts of the road, I do not find fault with the department for such condition. As I said when I made the other remarks that unless the road is used for vehicular traffic it may not be possible to maintain it in the good condition. Even on a previous occasion I had raised the point that it was not advisable to spread the metal at this time but that it may be laid only after the completion of the bridge when vehicular traffic might become possible. Therefore what I would request now is that the metal may be consolidated and the road may be rolled in proper fashion so that the road might be made smooth and the people may use it without difficulty for walking along. I want to know what you are going to do in the matter of maintenance.

Mr. V.K. Aravindaksha Menon.—Sir, as I remarked just now I inspected the road a month or a month and a half back and I found the road in a very good condition. I walked over the road. I did not find anything which was really wrong. I don't think any further amount of rolling will do it any good. By the next rain the road will again be of the same roughness as before,

Mr. P. Krishna Menon.—On a point of information, Sir. If the proper maintenance of the road is dependant on the traffic upon the road, how comes it that the distance between the culverts are so very narrow as not to allow of cartable traffic?

Mr. V.K. Aravindaksha Menon.—I did not catch your question.

Mr. P. Krishna Menon.—There are a few culverts constructed in this road and these culverts do not allow of cartable traffic at all. Because only 2 or 3 koles width is provided, and a few granite slabs are placed there.

Mr. V.K. Aravindaksha Menon.—These culverts were not done by us.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. P. Krishna Menon.—I think the whole road was constructed by the P. W. D.

Mr. V. K. Aravindaksha Menon.—When?

Mr. P. Krishna Menon.—That was constructed from the allotment of a lakh of rupees provided for rural communications.

Mr. V. K. Aravindaksha Menon.—It was constructed about 15 years ago.

Mr. P. Krishna Menon.—Then I shall give you the number of the culverts.

Mr. Paul Mampilli.—I would like to know the nature of the proposed maintenance for the road.

Mr. V. K. Aravindaksha Menon.—Maintenance will consist of repairing bad places on the road.

Mr. Paul Mampilli.—I don't move it, Sir.

The motion was, with leave, withdrawn.

Motion No. 10.

Mr. Joseph Pettah.—*To reduce the allotment of Rs. 4,18,783 for communications by Rs. 10. (To press upon the Government the necessity of taking up immediately the construction of the Kundur-Kuzhur road).*

Sir, my object in placing this motion before the House is to urge upon the Government the necessity of taking up immediately the construction of the Kundur-Kuzhur Road. Here, Sir, is a case exactly answering to the description, given by the Hon'ble Member for Palluruthi, of the policy occasionally adopted by the Government, of 'diminishing returns'. This case is 5 years old. When for the first time representations were made, the Government was liberal enough to include a sum of 3,000 rupees in the Poyya Panchayat Budget for 1106 for cost of land acquisition charges. A road, costing about 3,000 rupees for land acquisition, must necessarily cost a good deal for its construction. It cannot be said, therefore, that the Government entered upon the scheme and made a beginning without understanding definitely the financial implications of this work. And then what happened? Unfortunately land acquisition proceedings were delayed and the amount that was budgetted for the purpose was allowed to lapse. Again when representations were made, urging the necessity for the above road, the Diwan in his Proceedings No. 8772, dated 24th January 1933, ordered the Chief Engineer to take up the work of the above road after providing for it in the budget of 1109. This provision was not made, but there was at least the order to make a provision. Here then begin the "diminishing return". We have seen that the above order was dated 24th January, 1933, when the economic depression had already begun to make itself felt in the State,

LIBRARY ARCHIVES Kerala Legislative Assembly

so that the Government cannot now come forward and say "We started the thing at a time when there was no depression in the land. Now, these are days of depression and, therefore, we cannot proceed with the work". And then what happened next is simply mysterious. Barely 5 months had elapsed after the passing of the first order when, on June 9, 1933, comes another order that the opening of the above road "will be put off to better times". It is, Sir, I submit, a case typical of "diminishing returns" literally. First there was the provision made in the budget, then there was the order to make the necessary provision; and thirdly comes the final order that the construction will be put off to better times. By the way, I just forgot to make mention of yet another fact connected with the history of this road, and that is this: When on 24th January, 1933 the Diwan ordered the Chief Engineer to take up the construction of the road there was something more done by Government in the matter: they had even published the Draft Declaration for the necessary land acquisition in the Gazette, and then it was that the last order came putting off the construction to better times.

Now let us look at some of the objections put forward by the Government in justification of their mysterious action. In answer to a question sent up by me in this connection, the Registrar of Village Panchayats has been pleased to say that this road involved a big outlay of Rs. 40,000 and so the Government were not able to take up the work. But I would ask the Government how it is that they budgetted for Rs. 3,000 towards cost of land acquisition for this road. Can they, with any of the slightest show of reason, say that they had no idea whatever of the probable cost of this work when they provided such a big sum in the Budget for the preliminary land acquisition alone, and again when they subsequently ordered to provide for the construction itself? Surely, they must have taken these steps with some idea of the approximate cost at least of the whole work. Therefore, to come forward now and contend that the road involves an outlay of Rs. 40,000 and that therefore its construction cannot be undertaken seems to me to be a very lame argument, indeed.

Again, Government are now taking shelter under cover of the 'economic depression'. I am at a loss to understand them when they say that the construction of the road may be put off to *better times*. What are these better times held out by the Government? First of all, have they been in any way affected by the depression? I have already said on a previous occasion that the Government Budget does not show any decrease on the receipt side in these days of depression. How then can the

LIBRARY ARCHIVES Kerala Legislative Assembly

Government plead that they have been affected by the depression and on that ground ask us to wait for better times? That indeed passes my comprehension. I can show facts and figures to substantiate my position. Except for certain remissions very generously made in the land-revenue, the Government have been able to realise fully all their dues on the receipt side of their Budget. So I submit the depression cannot be flung at us as an argument against our legitimate demands.

Moreover, even supposing that the Government have been affected by the present depression to some extent, it should be remembered that it was during the time of the depression itself that they decided to take up the construction of the road, and started land acquisition proceedings. By January 1933, depression had already reached an acute stage in the country. Since then neither the conditions in the country in general nor in the finances of the Government in particular have in any way changed for the worse. I submit that all these are rather lame excuses and that this argument of depression cannot stand. I would, therefore, very earnestly request the Government to adopt a sympathetic attitude towards this question. The road in question concerns a rural community with very large agricultural interests. Kundur and Kuzhur are villages almost wholly inhabited by cultivators and their agricultural interests are immense. But at the same time means of communication in these villages are very scanty. Therefore, what I urge upon the Government is that they should take a sympathetic view of the whole question; that they should show some genuine interest in the welfare of these people. It may be that there are works elsewhere which the Government might characterise as very urgent. If, however, all such urgent works are to be finished before this road could be given to these poor people, I am afraid they will have to wait till Doomsday. I would, therefore, request the Government once again to show a little more of sympathy in this matter and to give the people of Kundur and Kuzhur this much needed road at least in the year 1110 itself. With these words, I place the motion before the House.

Mr. V. K. Aravindaksha Menon.—Sir, I confess that it is very difficult to postpone works which were already provided in the budget. I admit that this road is really useful. But it is definitely impossible to provide for all works which are useful all at once. For we want a road in Kumbalangi, we want a road in Chennamangalam and now we have this Kundur-Kuzhur road. We have provided for new roads in other places in the State this year. In fact if we postpone these works in favour of this one, other Members will come forward and raise objections. It is all a question of funds. If it is possible to find funds during

LIBRARY ARCHIVES Kerala Legislative Assembly

the course of next year, we shall be only too glad to take up this work also. I wish to offer my thanks for the able advocacy of the Member for Adur on this subject.

Mr. Joseph Pettah.—Sir, while thanking the Hon'ble Member for Engineering for the compliment he has so generously bestowed upon me I should nevertheless say that while lavishing empty words, he has very cleverly withheld the solid gift. The granting of my request would have been the best recognition of my able advocacy of the cause I pleaded for. But since that gift has been refused, I think my advocacy also must have been a poor one. The Hon'ble Member for Engineering has tried to meet my arguments by saying that there are many similar roads claiming the attention of the Government surely there must be since the people, too, in Cochin are many. But can the Hon'ble Member show me one single instance of a road which could be put on a parallel with this road a five-year old case and a unique case at that, considering the promises given the orders issued, the provisions made, the land acquisition proceedings started, and the whole thing at last put off to better times? What better times, I once again ask. Do you expect the Government's income to rise to a couple of crores any of these days? As a matter of fact we have been getting increased income every year in spite of the depression. Therefore, this putting off to better times, is simply something which I can't understand at all.

Another thing. This road was recommended, even many years ago, by a joint conference of all the Panchayats of the Adur Constituency. It was not a case recommended by the Poyya Panchayat alone, nor was it prayed for by the Kuzhur people alone. It was a joint recommendation of all the popular representatives of the Adur Constituency, who fully realised how keenly felt was the necessity for this road. I once again request the Government not to consider the case of this road as on a par with that of every other road. Looking into the special antecedents of this question they would be fully justified in giving it a decidedly special consideration. I believe the Hon'ble Members in this House have realised that the case of this road is rather unique. I am sure they could not find a single instance of another road wherein in such promises were given, such hopes held out and all so cruelly frustrated in the end. And on what plea? On arguments which cannot stand scrutiny at all. The argument that it involves an outlay of Rs. 40,000 is a very lame one. When they budgetted for Rs. 3,000 for land acquisition, the approximate cost of construction also must have been foreseen. It is all a mystery to me. With all the little intelligence that I could command I could not find any real explanation for this

LIBRARY ARCHIVES Kerala Legislative Assembly

indifinite postponement of this urgent work. Anyhow the Hon'ble Member for Engineering has said that he will look into this matter as soon as possible. With the hope that this phrase "as soon as possible" will materialise in 1110 itself, in view of the urgency of the work which even the Engineer himself has admitted I beg leave of the House to withdraw the motion.

The motion was, with leave, withdrawn.

Motion No. 11.

Mr. A. Eachara Menon.—*To omit the allotment of Rs. 7,500 for Acquisition of site for Mental Hospital.* (*To discuss the necessity for acquisition.*)

Sir, this is a matter which has been before the public for long. Now the Mental Hospital is situated in a very big compound. What the Mental Hospital now wants is only a building with 50 cells. Nothing more is required. If the Government think that, such a building could not be put up there with justification if they think that there will be congestion they could as well block the road to the south of the angles which is not used by many. Once I was standing there for nearly 2 hours and I could not find any traffic along that road, except a bullock-cart of a pathiri. There is no necessity for this acquisition now. This has been engineered by one party or the other and the Government has been considering it all along. If the Government would accept my suggestion and block up the road I am sure they will be satisfied that there was no necessity for any acquisition. It is simply to bring this to the notice of the Government that I have tabled this motion.

Mr. P. Krishna Menon.—Sir, may we know how far this question of acquisition has progressed?

Mr. V. K. Aravindaksha Menon.—It is only a proposal now.

Mr. P. Krishna Menon.—Was there not a committee appointed to go into this question.

Mr. V. K. Aravindaksha Menon.—There was a committee appointed to investigate this question of expanding the Mental Hospital.

Mr. P. Krishna Menon.—Have they submitted any report?

Mr. V. K. Aravindaksha Menon.—Yes, they recommended the acquisition of a plot of ground in Olarikkara and to shift the whole Mental Hospital to that place. Some of the reasons which induced the committee to submit this recommendation were (1) the question of water supply and (2) to afford a larger area for recreation for the inmates of the Hospital. At the present site of the Mental Hospital there is not sufficient accommodation for all the patients. So the committee thought that

LIBRARY ARCHIVES Kerala Legislative Assembly

instead of having more buildings in the same place it would be much better to shift to a place which has not got the defects of the present site. The question is under the consideration of Government.

Mr. A. Eachara Menon.—Does the Hon'ble Chief Engineer say that there is scarcity of water in Trichur?

Mr. V. K. Aravindaksha Menon.—Yes.

Mr. E. Ikkanda Warriar.—Sir, I wish to say a few words about this. I oppose this motion. I think there was a fullfledged discussion on this matter recently in this Council. All the reasons for and against was thrashed on the floor of this House and we ultimately decided that the mental hospital should be shifted from that place. There has been a committee originally and that committee recommended for the removal of the Hospital in the interests of that institution as well as in the interests of the public. In the interest of the institution I have to submit that there is no scope for expansion here. There are now, I think on an average 4 to 5 lunatics put together in one room.

Mr. A. Eachara Menon.—Only 2 or 3.

Mr. E. Ikkanda Warriar.—I am glad my friend has admitted at least 3. You can yourself imagine the state of affairs if 2 or 3 patients are put together in one cell. So there is no doubt that expansion is absolutely necessary, whether we provide for accommodation in that particular place or not. One of the most important considerations that we have to look in this matter is that it is in one part of the town. You will not find elsewhere a lunatic asylum situated in the heart of the town. Of course now this is only a part of the town. But tomorrow the town will expand and then it will be in the very centre of it. You will have spent lakhs of money by then and then come to realise that there is not sufficient space yet to accommodate these people—not only room in the shape of rooms but I would submit, rooms for them to move about, which will be a sort of treatment to the lunatics. I do not propose to go into the question in detail. This question has been discussed here several times. In the interests of the improvement of the town itself in the interests of the patients and in the interests of the finance of the State in future, I would submit a removal from the present site is absolutely necessary. It may be at Olarikkara or anywhere you can find a better accommodation. You may remember that only recently the Mental Hospital was shifted from the town of Madras to a more distant place. When other peoples are removing their Mental Hospitals from important towns and providing better facilities for them elsewhere,

LIBRARY ARCHIVES Kerala Legislative Assembly

we should not compel them to remain where they are. In their own interests and in the interests of all people concerned, I would strongly urge the shifting of the hospital at an early date from its present site. I strongly oppose the motion.

Mr. P. Krishna Menon.—May I know where the place is going to be acquired? At Trichur or Olarikkara?

Mr. V. K. Aravindaksha Menon.—At Olarikkara. It is very near Trichur.

Mr. P. S. Kesavan Nambudiri.—I also join with the Hon'ble Member for Urakam in opposing this motion. As it stands, the present Mental Hospital is situated in the heart of the town and there is very little scope for expansion there. If the present site is to be extended, that should be possible only at the cost of enormous sums of money. Moreover if it is going to be shifted to Olarikkara, you could get lands very cheaply and the present site can be utilised for some other purposes. Therefore I also oppose this motion.

Mr. A. Eachara Menon.—Sir, I have no axe to grind. There is no necessity for the acquisition now. I do not find any reason for shifting the hospital either. Anyhow I do not press the motion.

The motion was, with leave, withdrawn.

The House rose for lunch at 2. p. m. and reassembled at 3. p. m. with Mr. P. Krishna Menon in the Chair.

Motion No. 12.

Mr. P. Kumaran Ezhuthassan.—*To reduce Rs. 8,78,795 for Public Works-Total by Re. 1. (To urge upon the Government to take up the Machad—Tannikudam road work atonce.*

Mr. President, Sir, I rise to move a reduction of Rs. 8,78,795 for Public Works-Total by Re. 1.

To urge upon the Government to take up the Machad—Tannikudam road work at once.

I raised this question in this Council in the last budget session and the Hon'ble Member for Engineering was pleased to give an assurance which runs thus: "Government have appreciated the necessity for this road. I can promise that I can start estimating for it." I thought Government would be acting upon this promise. I know that the Chief Engineer has been pleased to estimate the cost of this work and I believe that the item of work was included in his departmental budget. I do not see that item of work provided for in the items of works in the budget presented to us. I do not know from where that trouble arose, in view of the fact that the departmental head concerned has appreciated the necessity of the road and already made estimates therefore. I request Government be pleased to

LIBRARY ARCHIVES Kerala Legislative Assembly

sanction the work. The road is one which is not purely of local importance. It is a road connecting the two constituencies one of Trichur Taluk, Mulakunnathukavu and also the Cheruviruthi constituency of the Trichur Taluk. The position is this. In the Cheruviruthi constituency there is a road starting from Chruthuruthi and meeting the Trichur-Shoranur road near Vadakkancheri. Then it runs up to Machad a distance of 2 or 3 miles and there it ends. In the Mulakunnathukavu constituency from Trichur there is a road running up to Thannikudam a distance of 3 or 4 miles. Between the terminus of these roads we have got a gap of 2 or 3 miles. Now what is wanted by this cut motion is the linking of these two roads at this particular place. I do not think that the amount required for this item will be much and considering the importance of this road one of which will be the opening of a very fertile region known as Machad popularly known as the granery of the Talappalli taluk, the money spent on it will be money well spent. The purpose served by this road being of such great magnitude I hope the Government will take up this work at the earliest possible opportunityeven though provision has not been made in the budget. Since the department is dealing with ten lakhs of rupees I am sure that there will be sufficient tender deductions from which this item of work could be provided for. Therefore I press upon the Government to consider the importance of this road and take up this work in the courses of this year itself finding funds for it from the tender deductions available in the department.

Mr. V. K. Aravindaksha Menon.—Government have appreciated the necessity for this road and the Road Board also has recommended the construction of this road next year. But from financial considerations it was not possible to include it in the 1110 budget. As regards Machad being the granery of Cochin there are other places also. One is Chellanam and the other is Chekkara. However the road will be included next time.

Mr P. Kumaran Ezhuthassan.—I would like to know from the Government whether the suggestion thrown out by me acceptable to them, i. e., to find funds from the tender deductions.

Mr. V.K. Aravindaksha Menon.—There was a discussion the other day that we should not effect such transfers.

Mr. P. Kumaran Ezhuthassan.—If the Government accepts that position I shall forego this. Do they accept the principle underlying that objection?

Mr. V.K. Aravindaksha Menon.—If funds are available during the course of the year we will consider the matter.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. P. Kumaran Ezhuthassan.—They gave an assurance last time. "Government have appreciated the necessity for this road. I can promise that I can start estimating for it"

Mr. V. K. Aravindaksha Menon—That has been done.

Mr. P. Kumaran Ezhuthassan.—Sir, as the Hon'ble Member for Engineering promises to consider the question if funds permit I think I will have to leave it to the good sense of the Member as well as the Government and seek permission to withdraw the motion.

Motion was, with leave, withdrawn.

Motion Nos. 13 and 14.

The mover being absent the following two motions were considered withdrawn.

Mr. A. Sankara Poduval.—*To reduce the allotment of Rs. 19,600 for Trichur Water Supply by Re. 1.*

(*The urgency for an adequate water supply to Trichur.*)

Mr. A. Sankara Poduval.—*To reduce the allotment of Rs. 8,073 for Canals and Backwater Navigation by Re. 1.*

(*The better management of our canals, with special reference to the Conolly canal.*)

Motion No. 15.

Mr. P. Kumaran Ezhuthassan.—*To reduce Rs. 1,87,186 for Mechanical and Electrical Engineering by Re. 1.* (*To urge upon the Government to so construct the Ernakulam Electrical plant as to be able to supply power to the Factories and Companies working in Ernakulam and Cochin.*)

I do not move it.

Motion was considered withdrawn.

Motion No. 16.

Mr. P. Krishna Menon.—*To reduce the allotment of Rs. 1,87,186 for Mechanical and Electrical Engineering by Re. 1.* (*To draw the Government's sympathetic attention to the urgent necessity of taking steps to make electrical power available at least in important Towns and Industrial centres in the State.*)

President.—I understand Mr. P. Krishna Menon is not moving the cut motion in the light of the information supplied to him by the Government that the electrification of the two towns will be almost finished in the next year.

Motion was considered withdrawn.

Motion No. 17.

Mr. P. Raman Menon.—*To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1.* (*The urgent necessity for the opening of a canal to prevent floods in the villages of Nadamel, Thekkumbhagam and the adjoining villages.*)

Sir, my motion is to reduce the allotment of Rs. 10,65,981 for the Public works by Re. one.

LIBRARY ARCHIVES Kerala Legislative Assembly

It is to bring to the notice of the Government the urgent necessity for the opening of a canal to prevent floods in the villages of Nadamel, Thekkumbhagam, Eroor and the adjoining villages. A resolution to this effect was moved in the last Budget Session and the Government then promised to investigate the question and to adopt remedial measures without loss of time. From answers to the question put subsequently, I came to understand that nothing was done till Dhanu this year. In that month, I sent certain questions upon this subject when the Government ordered the Irrigation Assistant Engineer to investigate the questions. I understand now that the enquiry is practically over. The Government had promised last time to adopt urgent steps as soon as the investigation was over. But nothing has been done as yet. No provision is seen to have been made in the Budget for 1110, in this behalf. The Government have been satisfied for a very long time of the urgent necessity for opening a canal to prevent floods in those areas. I would therefore request the Government to see that the work is taken up at once and completed next year. I have nothing to say as to where the canal or canals should be located. That is a matter for the experts to decide. With these few observations, I commend the motion for the acceptance of this House.

Mr. K. Ayyappan.—May we know whether the particular side of the canal has been decided.

Mr. V. K. Aravindaksha Menon.—The Irrigation Assistant Engineer has recommended that canals on both sides are necessary. We have now completed estimates for both the canals one costing Rs. 32,500 and the other Rs. 52,000. One of them passes through Kodamkulangara and the other through Trippunittura market.

Mr. P. Raman Menon.—Will you please explain the suggestions made by the Irrigation Expert.

Mr. V. K. Aravindaksha Menon.—He proposed the construction of two canals, one to pass through Kodamkulangara and other through Trippunittura. The bottom width of the canal should be 30 feet and the banks should have slopes of 1½ to 1. He thinks that by so doing the level of water in the Karingachira will be considerably reduced and cultivation will be improved in more fields.

Mr. P. Raman Menon.—Will not some relief be obtained if the Karingachira bridge is widened.

Mr. V. K. Aravindaksha Menon.—The relief which will accrue by widening the bridge may not be so much as we would desire because we have since constructed the Konath river bund which obstructs the flow to the south to some extent. It is therefore advisable to construct these canals as proposed.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. P. Raman Menon.—Would we have any chance of having this next year or in the near future.

Mr. V. K. Aravindaksha Menon.—I can't be certain of next year. If possible it will be included in the budget for 1111.

Mr. Joseph Pettah.—On a point of information, will not these canals be as some improvement to the Trippunittura market also?

Mr. V. K. Aravindaksha Menon.—Yes.

Mr. K. Ayyappan.—Will they take both the works simultaneously or one after the other?

Mr. V. K. Aravindaksha Menon.—If funds can be had for both, they will be taken up.

Mr. P. S. Kesavan Nambudiri.—There was a proposal of widening the Andhakara Thodu. Is that proposal dropped?

Mr. V. K. Aravindaksha Menon.—The canal to the south through the Trippunittura market will serve the same purpose as widening the Andhakara Thodu.

Mr. P. Raman Menon.—Will it be cheaper than the Andhakara Thodu?

Mr. V. K. Aravindaksha Menon.—I don't think it will be cheaper.

Mr. P. Raman Menon.—On the assurance given by the Government I seek permission of the House to withdraw the motion.

Motion was, with leave, withdrawn.

Motion No. 18.

Mr. P. Raman Menon.—*To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1. (The extremely bad condition of the road leading from the Hill Palace to Chottanikkara).*

The next motion also stands in my name. It is for the reduction of the allotment of Rs. 10,65,981 for Public Works by Re. one.

It is to bring to the notice of the Government the extremely bad condition of the road leading from the Hill Palace to Chottanikara.

We see a marked difference in the condition of the roads up to Hill Palace and the road from the Hill Palace to Chottanikara. I do not know whether there is any difference in the maintenance of the roads up to that place and from there. The roads are in such a bad condition that it is even very difficult for vehicular traffic. I personally know about its condition as I have been going that way every month. And during all the periods of the year I find the condition of the road getting worse and worse.

Mr. George Chakyamuri.—For what work?

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. P. Raman Menon.—It is my constituency and I was going rightthrough my constituency. I, therefore, bring to the notice of the Government this fact and pray that early steps may be taken tobring about some improvement.

Mr. K. Ayyappan.—May I know from the Member whether the road is worse than those of Ernakulam?

Mr. P. Raman Menon.—Much worse. There is no comparison.

Mr. V. K. Aravindaksha Menon.—About ½ a mile of road from the Hill Palace going to Chottanikkara is not in good condition. The reason for that the surface on this portion is only graveland not granite. But I have now ordered this road to be metalled with granite. After that I am sure that the road will be in abetter condition.

Mr. P. Raman Menon.—On that assurance from the Government I withdraw the motion.

Motion was, with leave, withdrawn.

Motion No. 19.

Mr. Popatlal Goverdhan Lalan.—*To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1. (To point out the extreme necessity for keeping one changadam permanentiy at the Eda-Cochi Mukkom border of the Arur-Eda-Cochi ferry.)*

Sir, I have tabled this cut motion, which is very clear from the wording itself. Government can understand that I bring to the notice of the Government the fact that we are contributing to the Travancore Government in the matter of maintaining one changadamat Edacochi for vehicular traffic. But even after contributing a decent amount to the Sister State I find that no changadamis maintained on this side of the ferry. On account of that the passengers are put to very great trouble and difficulties. Because the changadam is kept only on the other side of the ferry and not within our jurisdiction passengers who have to cross over to the other side will have to wait at Edacohi till they get the changadam from the other side. It is to point out these difficulties that I have placed this cut motion before the House. Irequest the Government to make such arrangements that passengers are not put to difficulties hereafter. I also request the Government that one changadam may be provided at our sideof the ferry also.

Mr. George Chakyamuri.—I should like to get some information from the Member. Who maintains the changadam now? Is it by our State or the Travancore Government?

Mr. V. K. Aravindaksha Menon.—By the Travancore Government.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. George Chakyamuri.—Why not we maintain one on this side also? I think that in other places two changadams are kept.

Mr. V. K. Aravindaksha Menon.— In Alwaye there is only one changadam and in Kaladi ferry also there is only one changadam.

Mr. George Chakyamuri.—In Alwaye the crossing is rather narrow in the summer season but in this place we can afford to have two.

Mr. V. K. Aravindaksha Menon.—I have crossed it several times and I think one changadam should be sufficient. In any case we have brought this matter to the notice of the Travancore Government and they are going to introduce a second changadam.

Mr. George Chakyamuri.—Is this assurance on the part of the Travancore Government?

Mr. V. K. Aravindaksha Menon.—We have taken this matter up to the Travancore Government and they have consented to have two changadams.

President.—Is it nota fact that the Cochin side of the ferry has been auctioned? It is not so done in the other side.

Rama Varmha Tampuran.—There was some complaint about it.

President.—Especially seeing that it is auctioned on this side, would it not be better for the Cochin Government to provide one?

Mr. V. K. Aravindaksha Menon.—This service is between Travancore and Cochin and we pay half the cost of the expenditure. So that instead of the two Governments working independently, one Government have undertaken to do it on the understanding that the other will meet half the expenditure. This arrangement is I think more satistactory.

President.— Is it a fact that the right of ferrying from this side has been auctioned?

Mr. V. K. Aravindaksha Menon.—I have no information.

Mr. George Chakyamuri.—The Diwan Peishkar will be in a better position to supply the answer.

Mr. K. Achyuta Menon.—I too have no information. I can give the information to-morrow.

Mr. Popatlal Goverdhan Lalan.—With the assurance from the Government that they will take pains to make the necessary arrangements for which they contribute I withdraw the motion.

Motion was, with leave, withdrawn.

LIBRARY ARCHIVES Kerala Legislative Assembly

Motion No. 20.

Mr. K. M. Ibrahim.— *To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1. (To discuss the standard of Taxation of Motor and Steam Boats.)*

പൊതുമരാമത്തുകളുടെ ആകത്തുകയായ ഫ 0,ന്യ ,ന്വ ഫ കു. യിൽ ഒരുറുപ്പിക കുറയ്ക്കണമെന്നു ഞാൻ ഒരുപക്ഷേപം ഹാജരാക്കുന്നു. അതിനുള്ള കാരണം ഞാൻ ഉപക്ഷേപത്തിൽ കാണിച്ചിട്ടുണ്ട്. പൊതുജനങ്ങളിൽ ഒരു ഭാഗമായ ബോട്ടുടമസ്ഥന്മാരുടെ മേൽ അവരുടെ ആദായം അനുവദിക്കാത്ത നിലയിലുള്ള ഒരു നികുതിസമ്പ്രദായം നടപ്പാക്കിയിട്ടുള്ളതു് ഗവമ്മെണ്ടിന്റെ ദൃഷ്ടിയിൽ പെടുത്തുവാനും അതിനൊരു പരിഹാരം നേടുവാനുമാണു് ഞാൻ ഈ ഉപക്ഷേപം ഹാജരാക്കിയതു്. ഇതു സംബന്ധമായുള്ള സംഗതികൾ ഗവമ്മെണ്ടിന്റെ തല്പരതയുള്ള ശ്രദ്ധയ്ക്കു വിഷയമായിട്ടുണ്ടെന്നു് ബഹുമാനപ്പെട്ട ചീഫ് ഇഞ്ചിനീയറിൽനിന്നും എനിക്കു മനസ്സിലായി. പക്ഷെ അദ്ദേഹത്തിന്റെ അനുകമ്പാപൂർവ്വമായ പ്രവൃത്തികൾക്കു് കുറച്ചുകൂടി ഒരു ശക്തി കൊടുക്കുന്നതിനു വേണ്ടി ഈ വിഷയത്തിന്റെ ഒരു സ്വഭാവം ഞാൻ ഇവിടെ ചുരുക്കായി വിവരിക്കാമെന്നാണു് വിചാരിക്കുന്നതു്. ഈ സംഗതി കഴിഞ്ഞ ബഡ്ജറ്റ്‌യോഗങ്ങളിലും അതിനുശേഷമുള്ള പല യോഗങ്ങളിലും ചോദ്യോത്തരങ്ങളും ഉപക്ഷേപങ്ങളും വഴിയായും ഈ കൌൺസിലിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുള്ളതാണെന്നു മുഖവുരയായിട്ടു ഞാൻ ഇവിടെ പറഞ്ഞുകൊള്ളട്ടെ.

ബോട്ടുകാര്യം പലജാതി License fee (ലൈസൻസ് ഫീസ്സു്) ഉണ്ടു്. ഏ മുതൽ ഇസെഡ് വരെ എത്താത്തതു ഭാഗ്യം. ഏ, ബി, സി, ഡി, ഇതിൽ പലതിനും കാശും കൊടുക്കണം. ഇതിൽ ഏറ്റവും പ്രധാനമായിട്ടുള്ളതു് ഏ ആണു്. അതിലാണു് ബോട്ടിൽ എത്ര ആളുകൾ സഞ്ചരിക്കാം എന്നുള്ള വിവരങ്ങളൊക്കെയുള്ളതു്. പക്ഷെ ആളുടെ എണ്ണമല്ല ബോട്ടിന്റെ ടണ്ണേജിന്റെ തോതാണു് ലൈസൻസ് ഫീ തിട്ടപ്പെടുത്തുന്നതു്. ടണ്ണേജ് കുറഞ്ഞ ബോട്ടിൽ ടണ്ണേജ് കൂടിയ ബോട്ടിലേക്കാൾ ആൾ പതിവു കൂടുതൽ വന്നുപോകുന്നതു് അന്യായമല്ലേ? ആദ്യം തിരുവിതാംകൂർകാരാണു് ഈ ലൈസൻസിങ്ങ് ചിട്ട ഉണ്ടാക്കിയതു്. ഒരു ടണ്ണിനു് ര് രൂപാ മതിയെന്നാണു് അവർ നിശ്ചയിച്ചതു്. അതിനുശേഷം പൊടുന്നനവെയാതൊരു കാരണവും പറയാതെ—പണം അധികം കിട്ടണമെന്നുള്ള മോഹംകൊണ്ടായിരിക്കണം— എട്ടു രൂപായാക്കി. അതു് ഈ സാമ്പത്തികാധിപത്യം തുടങ്ങുന്നതിനു മുമ്പു്, ഫ ഫറ ലോ അതിനടുത്ത ഏതെങ്കിലും കാലത്തോ ആയിരുന്നു. നാലു രൂപായിൽനിന്നും എട്ടു രൂപായാക്കിയതിന്റെ ശേഷമാണു് ഈ സാമ്പ

LIBRARY ARCHIVES Kerala Legislative Assembly

ത്ത കാധിപതനം തുടങ്ങിയത്. ഞാൻ പറയുന്നത്, സാക്ഷാൽ ർ രൂപായായിരുന്ന ഒരു ലൈസൻസ് ഫീ യാതൊരു പ്രത്യേക കാ രണവുമില്ലാതെ വ രൂപായാക്കിയതു വലിയ ഒരപരാധമായിപ്പോ യി; ഇതാണ് ആദ്യത്തെ ആക്ഷേപം. രണ്ടാമതു്, ജനങ്ങളുടെ യിടയിൽ സാമ്പത്തികാധിപതനവും കഷ്ടതയും വരുന്നതിനു മു മ്പാണ് തിരുവിതാംകൂറിൽ അതു കൂട്ടിയതു"; വല്ല പ്രത്യേകകാര ണവശാലും നാലു രൂപായിൽനിന്നു വ രൂപാ ആക്കിയതാണെന്നു വാദിച്ചാലും സാമ്പത്തികാധിപതനം തുടങ്ങിയപ്പോൾ അധിപ തനത്തിന്റെ തോതനുസരിച്ചു ടി നിരക്കു വളരെ കുറയ്ക്കേണ്ടതല്ലേ എന്ന പ്രധാനകാര്യമാണ് ഗവമ്മെണ്ടിൽനിന്നും ദയവായി ആലോചിക്കേണ്ടതു്.

ഇനി ഡിഫാറത്തെ സംബന്ധിച്ചിടത്തോളം ബഹുമാന പ്പെട്ട ചീഫ് എഞ്ചിനീയർ എന്നോടു പറഞ്ഞതു് ഗവമ്മെണ്ടിനു് അതിൽ അന്തർഭവിച്ചിരിക്കുന്ന കഷ്ടപ്പാടുകളും വിഷമതകളും ധാരാളം അറിവുണ്ടെന്നും അതു് അനേഷിച്ചു വേണ്ടതു ചെയ്യാ മെന്നും ആണ്. ൫൦൦ ടൺ വരെയുള്ളതിനു് Inspection fee ൪൦ ക. എല്ലാവരും കൊടുക്കണം. ബോട്ടുകളുടെ വലിപ്പച്ചെറു പ്പമനുസരിച്ചു് അതിൽക്കൂടുതൽകുറവില്ല. ബോട്ടുകൾ അധികവും തന്നെ ൩, ൪, ൫, ൧൦ ടണ്ണുള്ള ഇടത്തരം വാഹനങ്ങളാണ്. രണ്ടു ടൺമുതൽ ൻ൯ ടൺ വരെയുള്ള എല്ലാ ബോട്ടുകൾക്കും ഒരേ രീതിയിൽ ൪൦ ക. വാങ്ങുന്നതു് അന്യായമാണ്. ഇതു പ്രത്യ ക്ഷത്തിൽ അർത്ഥശൂന്യമായ ഒരേർപ്പാടാണെന്നു് ബഹുമാനപ്പെട്ട അനദ്യോഗസ്ഥസാമാജികന്മാരും ചീഫ് എഞ്ചിനീയരും സമ്മ തിയ്ക്കുമെന്നു് എനിയ്ക്കു ബോദ്ധ്യമുണ്ടു്. ബോട്ടുകളുടെ മേൽ നി കുതി ഏർപ്പെടുത്തിയതു ഉടമസ്ഥന്മാരോടു് ആലോചിച്ചിട്ടാണെ ന്നു് ചീഫ് എഞ്ചിനീയർ ഒരിക്കൽ ഇവിടെ പറകയുണ്ടായിട്ടുണ്ടു്. എന്നാൽ എന്റെ പ്രതിഷേധാനേഷണത്തിൽ തിട്ടമായിട്ടും അവ രുടെ സമ്മതം ഇതിൽ ഉണ്ടായിട്ടില്ലെന്നു് എനിയ്ക്കറിയാം. ഞാൻ ഇതിനു മുമ്പൊരവസരത്തിൽ ഈ സംഗതിയെപ്പറ്റി ചോദിച്ച പ്പോൾ ബോട്ടുടമസ്ഥന്മാരോടു് ആലോചിച്ചിട്ടാണു് ഈ നിരക്കു നിശ്ചയിച്ചതെന്നു് ഒരിക്കലും, തിരുവിതാംകൂർ ഗവമ്മെണ്ടിനോ ടും ബ്രിട്ടീഷുഗവമ്മെണ്ടിനോടും ആലോചിച്ചിട്ടാണെന്നു മറൊ രിക്കലും ഗവമ്മെണ്ടു് പരസ്പരവിരുദ്ധമായ മറുപടി തന്നിട്ടുണ്ടായി രുന്നു. അതിൽ ഏതാണു ശരിയെന്നു് അദ്ദേഹം ഇതിനിടക്കു ധരിച്ചിരിക്കണമെന്നാണു് എന്റെ വിശ്വാസം. ഈ നികുതിഭാ രത്തെ സംബന്ധിച്ചു് പല അവസരങ്ങളിലും ബോട്ടുടമസ്ഥന്മാർ ഡെപ്യൂട്ടേഷനായി പോയി ദിവാൻജി അവർകളെ വിവരം അറി യിച്ചിട്ടുണ്ടു്. ഈ ഒരു ഇനം നികുതി പിരിക്കുന്നതു് അന്യായമാ ണെന്നും ബോട്ടുടമസ്ഥന്മാരോടു ആലോചിക്കാതേയും അവരുടെ

LIBRARY ARCHIVES Kerala Legislative Assembly

സമ്മതംകൂടാതേയും സർക്കാരിന്റെ സ്വന്തം നിലയിൽ ഏർപ്പെടുത്തിയ നികുതിയാണെന്നും ഈ കഷ്ടപ്പാടുകളിൽനിന്നും ഒരു പരിഹാരമുണ്ടാക്കിത്തരണമെന്നും പലതവണയും അവർ അപേക്ഷിച്ചിട്ടുണ്ട്. കൊച്ചിയിലെ ബോട്ടുടമസ്ഥന്മാർ സമ്മതിച്ചിട്ടാണ് ഈ നിരക്കു നിശ്ചയിച്ചതെങ്കിൽ ഞാൻ ഇവിടെ നിരക്കിനെ ആക്ഷേപിക്കുന്നതിൽ അർത്ഥമില്ല. അവർ അതു സമ്മതിച്ചിട്ടില്ല എന്നു് എനിക്കറിയാം. ഇപ്പ്രകാരം കൊച്ചിയിലെ ബോട്ടുടമസ്ഥന്മാരുടെ പ്രത്യക്ഷമായും പരോക്ഷമായും ഉള്ള സമ്മതത്തോടുകൂടിയല്ലാത്തതും ബോട്ടുകളിലെ ആദായത്തിനനുരൂപമല്ലാത്തതും ആയ നിരക്കുകളെ നിലനിർത്തുന്നതു ശരിയല്ല. ബോട്ടുകളെപ്പോലെ മറ്റു ആദായോപകരണങ്ങളിലും നികുതി ചുമത്തിപ്പോരുന്നുണ്ടല്ലോ. നിലനികുതിയുണ്ടു്, ആദായനികുതിയുണ്ടു്, മറ്റു ലൈസൻസ്ഫീകളുണ്ടു്. അതിലേതെങ്കിലും ഒന്നായിട്ടു് ബോട്ടു നികുതികളെ താരതമ്യം ചെയ്യാം. നിലനികുതി എടുക്കാം; ആയിരം രൂപാ ഒരു പറമ്പിന്മേൽ നിക്ഷേപിച്ചിട്ടുള്ള ഒരാൾക്കാണെങ്കിൽ എത്ര രൂപാ നികുതി വരും; ആയിരം രൂപാ ബോട്ടിൽ നിക്ഷേപിച്ചിട്ടുള്ള ഒരാൾക്കാണെങ്കിൽ എന്തു വരും എന്നു താരതമ്യപ്പെടുത്തി ഒരു സാമാന്യമായ കണക്കു ഞാൻ കൂട്ടിവെച്ചിട്ടുണ്ടു്. നിലത്തിൽ ഏറ്റവും മേത്തരമായിട്ടുള്ള നിലം—കൂടുതൽ ഗവമ്മെണ്ടിലേക്കു മുതലെടുപ്പുള്ള— പണ്ടാരവക വെറ്റിലത്തോട്ടമാണു്. ആയിരം രൂപാകൊണ്ടു് ഏക്കർ ഭൂമി വാങ്ങിച്ചാൽ അതിനു കൊല്ലത്താൽ കൊടുക്കുന്ന കൂടിയ നികുതി ആറിൽചില്വാനം രൂപായാണു്. നേരേമറിച്ചു് ഏഫാറം, ഡിഫാറം ഇതൊക്കെകൂടിയാൽ ബോട്ടിൽ ആയിരം രൂപാ ഒരാൾ മുടക്കിയിട്ടുണ്ടെങ്കിൽ നികുതിവെച്ചിട്ടുള്ളതു് നൂറ് രൂപായാണു്. ഇതു നിലനികുതിയുടെ പത്തോ പതിനൊന്നോ ഇരട്ടികൂടുതലാണു്. ബോട്ടിൽനിന്നു കൂടുതൽ ആദായമുണ്ടെന്നു വാദത്തിനു വേണ്ട. സമ്മതിച്ചാൽത്തന്നെയും നിലനികുതിയുടെ നാലോ അഞ്ചോ ആറോ ഇരട്ടിതള്ളിയാലും ഈ നൂറ് രൂപാ ഒരിക്കലും വരികയില്ല. എന്നുതന്നെയല്ല ബോട്ടിൽനിന്നും ഭൂമിയേക്കാൾ വളരെയിരട്ടി ആദായം ഇല്ലായെന്നു അനുഭവശാസികനായ ഞാൻ പറയുന്നതിനെ ഗവമ്മെണ്ടു വിശ്വസിക്കണമെന്നു് ഞാൻ അപേക്ഷിച്ചുകൊള്ളുന്നു. റോഡും തോടും ബോട്ടുവിഷയവും പൊതുവേ ശ്രോതാക്കൾക്കു പിടിച്ചു എന്നു വരികയില്ല. എന്നാൽ ചീഫ് എഞ്ചിനീയർ ഇതിനേക്കുറിച്ചു നല്ലവണ്ണം പഠിച്ചിട്ടുള്ള ഒരാളായതുകൊണ്ടു് അദ്ദേഹത്തിനു ഇതിനേക്കുറിച്ചു നല്ലവണ്ണം അറിയാം. അതുകൊണ്ടു് ഗവമ്മെണ്ടു് ഇതിനെ സംബന്ധിച്ചു് എന്താണു ചെയ്യുവാൻ പോകുന്നതു് എന്നു് ഞങ്ങളെ അറിയിച്ചാൽ കൊള്ളാം. ഇതിൽ ഗവമ്മെണ്ടു പ്രത്യേകം നിഷ്കർഷിക്കുമെന്നാണു് എന്റെ വിശ്വാസം.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. V. K. Aravindaksha Menon.—The rules regulating the levy of fees for boats have all been passed by this Government in consultation with the Travancore and British Governments and any change in these rules necessitates a discussion again with these Governments. The member pointed out that the rate for the issue of an A form license for motor boats is Rs. 8 per ton and that it is excessive in view of the fact that the Travancore Government had originally fixed only Rs. 4 per ton. But that rate was altered by the Travancore Government themselves to Rs. 8. When I admit that any reduction in the rates will be welcome to the people I do not personally think there is really any necessity for reducing Rs. 8 per ton for motor boats which make large profits. Another item objected to by the member was the levy of fees for the issue of D form certificates i. e., certificates of inspection. We charge Rs. 25 for each inspection and there are two inspections in a year so that for a boat the owner will have to pay Rs. 50 a year. This Rs. 50 is based on a graduated scale. A boat with a capacity of 1 to 99 tons has to pay Rs. 50 a year of 100 to 200 tons it is something more and between 200 to 300 it is still more. What the member now wants is the sub-division of these grades. He wants a gradation for boats between 1 ton and 99 tons. I can only say that I shall consider this question and submit the report to the Government. I consider there is some force in the argument put forth by the member since most of the boats running in our backwaters are less than 100 tons in capacity. So a gradation between 100 and 200 and 200 and 300 is of no use in practice. Of course I cannot agree with the member in his comparison of the rates of land revenue and the rates on boats. It does not come under this category at all because one is an industrial income and the other agricultural.

Mr. K. M. Seethi.—In seconding this motion tabled by the Hon'ble Member for Cranganur I may invite the attention of the Government to the repeated representations made by the boat owners of this State and also of the State of Travancore detailing the great hardship to which they have been subjected on account of the heavy taxes imposed on motor boats and steam boats. The bona-fides of such representations were appreciated by the Government and some temporary relief was also given to them about an year back, if I remember aright. Conditions have not improved in the least and in the absence of any improvement in the condition of the boat-owners the old grievances of theirs that they have been taxed over-much still persist and it is up to the Government to consider the various grievances brought to their notice on behalf of the boat-owners and if the Cochin Government find any technical difficulty in making any

LIBRARY ARCHIVES Kerala Legislative Assembly

legislation or revision in the various charges levied on the boat-owners without consultation and negotiations with the neighbouring States of Travancore and British India it will be up to the Cochin Government to move in the matter to bring this matter to the notice of the Travancore and the British Governments and bring this issue for the subject-matter of their future deliberations and try to give some alleviations to the suffering of the motor boat owners of the State and since the Hon'ble Member for Engineering had already conceded that there is obvious inequality in having a flat rate of taxation for all boats having a tonnage of 1 to 99 and he promised to consider the inequality of the existing state of affairs I may earnestly request the Government that the level of taxation for the issue of licenses also may be made a point of consideration and may be made a point for the submission of report to our Government also to the Governments of Travancore and British India. The hardship brought to the notice of the Government is not imaginary and several of the boat-owners have suspended their lines on account of the difficulty found in the working of these lines and also the lack of profits. The Hon'ble Member for Engineering was saying that there cannot be any comparison between land revenue and the motor boats run by the various owners of the State. I can understand that industrial income might be for purposes of taxation different from agricultural income. But at the same time to go to the extent of saying that because the income is industrial it deserves unusual taxation, taxation which cannot be borne by those who are in charge of those industries, will be a proposition which will not be subscribed to by any right thinking man. The question is whether this is a taxation which cannot be borne by the boat-owners. The boat-owners have been crying that they have felt it very much and it is passing their endurance and if the Government will look into the matter and see whether their cry is bona-fide it is up to the Government to give them some redress in the matter. Of course, in the matter of the motor boats there is an obvious risk that these motor boats cannot be a perpetual source of income as in the case of lands whereas lands are expected to be a perpetual source of income. In the case of these motor boats they will be absolutely useless when they run for a number of years. So the temporary increase in the income over the income from land should certainly be qualified and considered with reference to the length of time during which this income is available and in that view of the matter also the representations of the boat-owners reserve serious csnsideration at the hands of the Government and I request the Hon'ble Member for Engineering

LIBRARY ARCHIVES Kerala Legislative Assembly

to bring this matter before the Travancore Government and the British Government and would include it as a subject for discussion in their future conferences on this subject. With these words I second this motion.

Mr.V. K. Aravindaksha Menon.—I have already said what I have to say. I shall place this matter before the Gaid ernment as regards the inspection fees. ov.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.— സർ, അന്തരാപഹൂവ്വം ഈ സംഗതി ചിന്തിക്കാമെന്ന പറഞ്ഞതിന് ബഹുമാനപ്പെട്ട ഗവ മ്മെണ്ടിനുവേണ്ടി ചീഫ് ഇഞ്ചിനീയർ അവർകളെ അനുമോദിച്ചു കൊള്ളുന്നു, അദ്ദേഹത്തോടു നന്ദിയും പറഞ്ഞുകൊള്ളുന്നു. ഇതി നെ സംബന്ധിച്ചു് അദ്ദേഹം മനസ്സിലാക്കിയിട്ടുള്ള സംഗതികൾ കുറച്ചുകൂടി ശക്തിയായി അദ്ദേഹത്തിന്റെ ആലോചനയെ ചലി പ്പിക്കുന്നതിനുവേണ്ടി ചിലതു് മുപടിയായി ഇവിടെ പറയാം.

ഇതു് കനാൽ രൂപസൃപ്രകാരം സൃഷ്ടിച്ചതാണു്; അതുകൊ ണ്ടു് ഇതു് അബദ്ധമായിരിക്കയില്ല എന്നു് അർത്ഥം വരത്തക്കവി ധം അപ്പുറത്തു നിന്നും ഉണ്ടായ പ്രസ്താവങ്ങൾ ശരിയോ യുക്തിപൂ വ്വമോ ആണെന്ന ഞാൻ വിചാരിക്കുന്നില്ല. രൂപകം ഉണ്ടാക്കു യും അനുചിതമെന്ന തോന്നുമ്പോൾ അതു വെട്ടിക്കളയുകയും ചെ യ്യുന്നതു് സാധാരണ എല്ലാ ഗവമ്മെണ്ടിന്റേയും പതിവാണു്. ഒരു കാലത്തു് ഒരു രൂപനുസരിച്ചു ചെയ്തുപോയി എന്നുള്ള കാര ണംകൊണ്ടു് അതിൽനിന്നു് യാതൊരു വ്യതിയാനവും വരുത്തു വാൻ പാടില്ലെന്ന വരുന്നില്ല.

ഇനി ഒരു പ്രധാന സംഗതിയ്ക്കു് അദ്ദേഹം സമാധാനം പറ ഞ്ഞിട്ടില്ല. തിരുവിതാംകൂറിൽ ർ രൂപായിൽ നിന്നു് വ രൂപാ ആ ക്കിയ കാലത്തെപ്പറ്റി അദ്ദേഹം മുപടിയിൽ ഒന്നും പറഞ്ഞിട്ടി ല്ല. ഈ സാമ്പത്തികാധഃപതനം തുടങ്ങുന്നതിനു് രണ്ടോ നാലോ കൊല്ലം മുമ്പു് തിരുവിതാംകൂറിൽ വ രൂപാ ആക്കിയതാണു്. തി രുവിതാംകൂറിൽ അതു് കൂട്ടിയതു് ഫ ൦൦-ലോ, ഫ൦൮-ലോ ആ യിരിക്കണം. തിരുവിതാംകൂറിൽ വ രൂപാ ആക്കിയതിനു് പ്രത്യേ ക കാരണമുണ്ടെന്നു് സമ്മതിച്ചാൽകൂടി അതിനു ശേഷമുണ്ടായിട്ടു ള്ള സാമ്പത്തികാധഃപതനത്തെ ഉദ്ദേശിച്ചു് ആ കൂട്ടലിനെ ഗ ണ്യമാക്കരുതെന്നും ന്യായമായ കായ്ങ്ങളിലല്ലാതെ അന്യായമായ സംഗതികളിൽ അനുകരണക്കുറങ്ങതും നമ്മുടെ ഗവമ്മെണ്ടു് സ്വീകരിക്കേണ്ടതില്ലെന്നും പറഞ്ഞതിനു് അദ്ദേഹം ഒന്നും മുപടി പറഞ്ഞില്ല. അതുകൊണ്ടു് അദ്ദേഹത്തിന്റെ ഈ വിഷയത്തിലു ള്ള പ്രവർത്തനത്തിൽ ഇതുംകൂടി ശ്രദ്ധിച്ചു പ്രവൃത്തിക്കുമെന്നു ഞാൻ വിശ്വസിക്കുന്നു.

പിന്നെ ഡി. ഫാറം ലൈസൻസു് ഫീയെ സംബന്ധിച്ചു് അദ്ദേഹം തന്നെ അതു വളരെ അക്രമമാണെന്ന പറഞ്ഞു. ൧

LIBRARY ARCHIVES Kerala Legislative Assembly

ടൺമുതൽ 1൯൨ ടൺവരെ വലിയ വ്യത്യാസമുള്ള ബോട്ടുകൾ ക്കെല്ലാം ഒരുപോലെ ഡി. ഫാറം ലൈസൻസു ഫീസു് വച്ചിട്ടുള്ളതു് അക്രമമാണെന്നും ഈ സ്റ്റോറിലുള്ള ബോട്ടുകളെല്ലാം 1൯൨-നു മുകളിലാണെന്നും അദ്ദേഹം അറിഞ്ഞിരിക്കുന്നതിനാൽ അദ്ദേഹത്തിനു് കഴിയുമെങ്കിൽ നാളെതന്നെ അതിനു് ഒരു നിവാരണം വരുത്തുവാൻ സാധിയ്ക്കും.

നിലനികുതിയുമായിട്ടുള്ള താരതമ്യം ശരിയല്ലെന്നു് ഇവിടെ പറഞ്ഞു. അതു സാമാന്യേന സമ്മതമാണെന്നേ ഞാൻ പറകയുണ്ടായുള്ളു. നിലത്തിൽ നിന്നുള്ള ആദായത്തിനും ബോട്ടിൽ നിന്നുള്ള ആദായത്തിനും തമ്മിൽ വ്യത്യാസമുണ്ടെന്നു് ബഹുമാനപ്പെട്ട മെമ്പർ പറഞ്ഞതിലും എനിയ്ക്കാക്ഷേപമില്ല. ബോട്ടുകൾക്കു് കൂടുതൽ ആദായം ഉണ്ടാകും എന്നു നിലയ്ക്കു് അതിനു് യാതൊരു പ്രത്യക വ്യവസ്ഥയും തോതുമില്ലാത്ത സ്ഥിതിയിൽ നികുതി കൂട്ടുന്നതു ശരിയാണോ? നിലനികുതിയുടെ പത്തോ പതിനൊന്നോ ഇരട്ടി വ്യത്യാസമാണു് ബോട്ടു നികുതിയിലുള്ളതു്. പറമ്പിനേക്കാൾ പതിനൊന്നു് ഇരട്ടി ആദായം ബോട്ടിനുണ്ടെന്നു് ഒരാളും പറകയില്ല. അതുകൊണ്ടു് ഏ ഫാറത്തെ സംബന്ധിച്ചിടത്തോളവും അദ്ദേഹത്തിന്റെ ശ്രദ്ധ തത്പരിതമായി പതിക്കണമെന്നു് എനിക്കപേക്ഷയുണ്ടു്. ഗവർമ്മെണ്ടിൽ നിന്നും അടിയന്തിരമായ അനുഭാവം പ്രദർശിപ്പിക്കുന്ന ഒരു സംഗതിയാണിതെന്നു് എനിയ്ക്കു വിശ്വാസമുള്ളതുകൊണ്ടു് ഞാൻ ഇതിനെ പ്രസ്സു ചെയ്യണമെന്നു വിചാരിക്കുന്നില്ല.

Motion was, with leave, withdrawn.

Motion No. 21.

Mr. K.M. Ibrahim—*To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1.*

(*To discuss some irregularities in the working of the Canal Department.*)

My motion is this: To reduce the allotment of Rs. 10,65,981 for Public Works by Re. 1. To discuss some irregularities in the working of the Canal Department''. ഈ തണുത്ത വിഷയം വീണ്ടും വീണ്ടും പറയുന്നതു് എനിയ്ക്കു'' അത്ര രുചികരമായിട്ടു തോന്നുന്നില്ല. പൊതു മരാമത്തു പണികൾക്കാവശ്യപ്പെട്ടിട്ടുള്ള ഫണ്ടുകളിൽ, സ്വല്പ ശ്രദ്ധയിൽ നിന്നു് ഒരു ശ്രദ്ധ വെട്ടിക്കുറയ്ക്കണമെന്നു് ഞാൻ അഭിപ്രായപ്പെടുന്നു. അതിനുള്ള കാരണം കനാൽ ഡിപ്പാർട്ടുമെന്റു ഭരണത്തിൻകീഴിൽ ഇപ്പോഴും പൊതുജനങ്ങൾക്കു നേരിടുന്ന ചില വിഷമതകളെ പ്രതിപാദിയ്ക്കുവാനാണു്. ഞാൻ നേരത്തെ പറഞ്ഞതുപോലെ ഇതു വളരെ തണുത്ത വിഷയമായതുകൊണ്ടു് എന്റെ പ്രസംഗംകൊണ്ടു മാത്രം ചൂടുണ്ടാക്കുവാൻ നിവൃത്തിയില്ല. എങ്കിലും സംഗതി മുഴുവൻ പറയാതെ തരമില്ല. ഇ

LIBRARY ARCHIVES Kerala Legislative Assembly

തിൽ ഏറ്റവും പ്രധാനമായ ഒരു സംഗതി വെള്ളക്കുറവു നിമിത്തം ബോട്ടുകൾ ഉറയ്ക്കുന്നു എന്നുള്ളതാണു്. കടക്കരയിൽ ബോട്ടുകൾ ഉറയ്ക്കുന്നതുമൂലം യാത്രക്കാക്കുണ്ടായിക്കൊണ്ടിരിയ്ക്കുന്ന നിരവധി ബുദ്ധിമുട്ടുകൾ ചോദ്യോത്തരങ്ങൾ വഴിയായും ഉപക്ഷേപങ്ങൾ വഴിയായും ഈ നിയമസഭ തന്നെ സർവ്വമെണ്ടിന്റെ ദൃഷ്ടിയിൽ പെടുത്തിയിട്ടുണ്ടു്. ഫ 0 -ം, ഫ ഫ-ം മണിയ്ക്കു് കോടതികളിലും, ആഫീസുകളിലും വരേണ്ട യാത്രക്കാർ ഉണ്ടാകും. അവർ, ബോട്ടു് കടക്കരയിൽ ഉറച്ചുപോയാൽ വൈകുന്നേരം ര മണി, ഒ മണി വരെ അതിൽ തന്നെ ഇരിയ്ക്കേണ്ടി വരുന്ന ചില സന്ദർഭങ്ങൾപോലും ഉണ്ടായിട്ടുണ്ടു്. ഇങ്ങിനെയുള്ള പല ബുദ്ധിമുട്ടുകളും കായൽ താഴ്ത്താത്തതുകൊണ്ടു് പൊതുജനങ്ങൾ അനുഭവിയ്ക്കുന്നുണ്ടെന്നുള്ള സംഗതി സർവ്വമെണ്ടിനു ബോദ്ധ്യപ്പെട്ടിട്ടും അതിൽ കൂടുതൽ ശ്രദ്ധ പതിപ്പിയ്ക്കാത്തതു് എന്തുകൊണ്ടെന്നാണു് ഞാൻ ചോദിയ്ക്കുന്നതു്. ഈ ഏറണാകുളത്തുതന്നെ ബോട്ടുകൾ വേനൽക്കാലത്തു് കരയോടടുക്കുമ്പോൾ ഉറച്ചുപോകാറുള്ളതു് ചീഫ് ഇഞ്ചിനീയർക്കു തന്നെ കാണുവാൻ കഴിയും. ചില സമയങ്ങളിൽ ബോട്ടു് കരയിൽ അടുക്കുവാനേ തരമില്ലാതെ ദൂരെ നങ്കൂരമിട്ടു കിടക്കുന്നു. അപ്പോൾ വഞ്ചിയിലാണു് യാത്രക്കാരെ ബോട്ടുകളിലേയ്ക്കു് കയറ്റിയിറക്കുന്നതു്. ഇതു് യാത്രക്കാക്കു് വലിയ വിഷമമുണ്ടാക്കുന്നുണ്ടു്. കടക്കര താഴ്ത്തണമെന്നു പറഞ്ഞാൽ പണത്തിന്റെ വിഷമം സർവ്വമെണ്ടിനുണ്ടെന്നു് പഴയപടി പറയുമായിരിയ്ക്കാം. നമ്മുടെ തലസ്ഥാനമായ ഏറണാകുളത്തുപോലും, അടുത്തുള്ള തുറമുഖക്കായലിൽ കൂടി ഈ വിഷമം ഉണ്ടാകുന്നുവെങ്കിൽ അതു് തീരെ പോരായ്മയാണു്. യാത്രക്കാരുടെ ബുദ്ധിമുട്ടിനെ ആലോചിച്ചിട്ടില്ലെങ്കിൽ പോകട്ടെ; സർവ്വമെണ്ടിനു് ഇതുമൂലം വന്നു ഭവിയ്ക്കുന്ന മാനഭംഗത്തെ ഉദ്ദേശിച്ചെങ്കിലും ഇക്കാര്യത്തിനു് ഒരു നിവാരണം ചെയ്തുകൊടുക്കണം.

വേറെ ഒരു സംഗതി കൊച്ചീക്കാരായ ചില ബോട്ടുടമസ്ഥന്മാർ കനോലിത്തോട്ടിൽകൂടി പോകുവാനുള്ള സമയം (ടൈമിങ്ങു്) അനുവദിയ്ക്കണമെന്നു് ആവശ്യപ്പെട്ടിട്ടുള്ളതായും, അതനുവദിയ്ക്കാതെ അവർ വളരെ വിഷമിച്ചു വരുന്നതായും എനിയ്ക്കറിയാം. കനോലിത്തോടിന്റെ കിഴക്കുഭാഗം കൊച്ചീസർക്കാരിന്റെ കീഴിലാണു്. ബാക്കിയുള്ള ഭാഗം ബ്രിട്ടീഷുകാരുടെ കീഴിലാണു്. ഒരു സമയം ഈ കൊച്ചീക്കാരായ ബോട്ടുടമസ്ഥന്മാർക്കു് സമയം അനുവദിച്ചുകൊടുക്കാതിരിയ്ക്കുന്നതിന്റെ കാരണം ബ്രിട്ടീഷു സർവ്വമെണ്ടും ബോട്ടുടമസ്ഥന്മാരിൽ ചിലരും തമ്മിലുണ്ടെന്നു പറയപ്പെടുന്ന അസാധാരണവും അന്യായപരവും ആയ ചില പ്രത്യേക കരാറുകൾ മൂലമായിരിയ്ക്കാം. ബ്രിട്ടീഷു സർവ്വമെണ്ടു് വല്ലവരുമായി വല്ല നിലനില്ക്കാത്ത കരാറും ചെയ്തിട്ടുണ്ടെ

LIBRARY ARCHIVES Kerala Legislative Assembly

കിൽ അതു് കൊച്ചിയുടെ അധികാരാതൃത്തിയെ ബാധിയ്ക്കുന്നതു് എങ്ങനെയെന്നു് പറഞ്ഞുതന്നെ കേൾക്കണം. കനോലിക്കായലിന്റെ പകുതി ഭാഗം കൊച്ചീക്കാരുടേയും പകുതി ഭാഗം ബ്രിട്ടീഷുകാരുടേയുമാണു്. കൊല്ലംതോറും ഒരു വലിയ സംഖ്യ നാം ഈ തോടിന്റെ മെയിന്റനൻസിനുവേണ്ടി ബ്രിട്ടീഷു് അധികാരികൾക്കു കൊടുക്കുന്നുണ്ടു്. ആ സ്ഥിതിയ്ക്കു് കനോലിത്തോടിന്റെ പകുതിയെ സംബന്ധിച്ചിടത്തോളം നമുക്കു സ്വീ അവകാശങ്ങളും ഉണ്ടു്. തോടിന്റെ കൊച്ചീക്കരയിലുള്ള ഭാഗങ്ങളിലേയ്ക്കു് കൊച്ചീക്കാരായ ബോട്ടുടമസ്ഥന്മാർ സമയം അപേക്ഷിച്ചാൽ അവർക്കു് അതു് ഉടനെ കൊടുക്കണം. ഇപ്പോൾ അതു കൊടുക്കാതിരിയ്ക്കുന്നതിന്റെ കാരണം മനസ്സിലാകുന്നില്ല. സമയം കൊടുക്കാതിരിയ്ക്കുന്നതു നിമിത്തം പൊതുജനങ്ങൾക്കും ബോട്ടുടമസ്ഥന്മാർക്കും വളരെ ബുദ്ധിമുട്ടുണ്ടാകുന്നു.

ചില സ്ഥലങ്ങൾ പബ്ലിക്കു് ജെട്ടികളായി പ്രഖ്യാപനം ചെയ്യപ്പെട്ടിട്ടുണ്ടെങ്കിലും അതിനെ തുടർന്നുള്ള ഈ കാര്യങ്ങൾ അവിടങ്ങളിൽ ചെയ്തു കിട്ടീട്ടില്ല. ഇതിനു് ഒന്നുരണ്ടുദാഹരണം പറയാം.

അഴീക്കോടു്, കടത്തുകടവു്, ചന്തക്കടവു് മുതലായ സ്ഥലങ്ങൾ പൊതുജട്ടികളാണെന്നു പ്രഖ്യാപനം ചെയ്തിട്ടുണ്ടു്. എന്നാൽ ഗവർമ്മെണ്ടു് പബ്ലിക്കു ജെട്ടികൾക്കു വേണ്ട സൌകര്യങ്ങളൊന്നും അവിടങ്ങളിൽ ചെയ്തുകൊടുത്തിട്ടില്ല. അതുകൊണ്ടു് അവിടെ ചില സൌകര്യങ്ങളെല്ലാം ചെയ്തുകൊടുക്കണം. വാഹനങ്ങളടുക്കുവാൻ പാലം കെട്ടണം; കനാലാഫീസു വേണം; മറ്റു ഗവർമ്മെണ്ടു നിയന്ത്രണങ്ങളും വേണം. മറ്റു ചില സ്ഥലങ്ങളും ഗവർമ്മെണ്ടു് ജെട്ടികളായി പ്രഖ്യാപനം ചെയ്യപ്പെട്ടിട്ടുണ്ടെങ്കിലും അവിടെ യാത്രക്കാരെ കയറ്റുവാനും ഇറക്കുവാനും വേണ്ടി പാലങ്ങൾ ഇടുകയോ, കനാൽ ഉദ്യോഗസ്ഥന്മാരെ നിയമിയ്ക്കുകയോ, മറ്റു ഗവർമ്മെണ്ടു നിയന്ത്രണങ്ങൾ ഒന്നുംതന്നെ നിർവ്വഹിക്കുകയോ ചെയ്തിട്ടില്ല. ഈ സംഗതിയിലും ഉടനെ ഒരു നിവാരണം ചെയ്തുകൊടുക്കണമെന്നു് ഗവർമ്മെണ്ടിന്റെ ദൃഷ്ടിയിൽ പെടുത്തുവാനുണ്ടു്.

അതുപോലെ വേറെ ആക്ഷേപകരമായ ഒരു സംഗതി ബോട്ടുകളിലെ വേലക്കാർ അവരുടെ സ്വന്തമായ ഉത്തരവാദിത്വത്തിന്മേൽ ചെയ്യുന്ന കുറ്റങ്ങൾക്കു് കമ്പനിക്കാരേയും ബോട്ടുടമസ്ഥന്മാരേയും ശിക്ഷിയ്ക്കുന്ന സമ്പ്രദായമാണു്. കനാലുദ്യോഗസ്ഥന്മാരുടെ സർട്ടിഫിക്കറ്റുകളനുസരിച്ചാണു് അവരെ ജോലിയിൽ വയ്ക്കുന്നതു്. ആ സ്ഥിതിയ്ക്കു് അവർ കനാൽ ഉദ്യോഗസ്ഥന്മാരുടെ ആജ്ഞകളനുസരിച്ചു ജോലി ചെയ്യണം. അപ്രകാരം ചെയ്യാത്തപക്ഷം തൽപ്രകാരം അവരുടെമേൽ നടപടി നടത്തണം. ഇതു ചെയ്യാതെ ബോട്ടുകളേയും ബോട്ടുടമസ്ഥന്മാരേയും പണിക്കാരുടെ കുറ്റത്തിനു് ശിക്ഷിയ്ക്കുന്ന സമ്പ്രദായം ശരിയല്ല. അതു വളരെ കഷ്ടമാണു്. വേലക്കാരെ നിസ്സാര കുറ്റങ്ങൾക്കു ശിക്ഷി

LIBRARY ARCHIVES Kerala Legislative Assembly

യുക്തമായ അക്രമമാണു്. ഈ വക സംശയങ്ങൾക്കു് എന്താണു് ഗവർമ്മെണ്ടിൽനിന്നു് നിവാരണം ചെയ്യുവാൻ പോകുന്നതെന്നു് ഞാൻ അറിയുവാൻ ആഗ്രഹിക്കുന്നു.

Mr. K. Mohamed Seethi.—May I know whether requests for the grant of licenses for boats in this canolly Canal have been refused by the Government?

Mr. V. K. Aravindaksha Menon.—Cochin Government have now given timings to two boats. The Canal in question is the interstatal boundary between Cochin and British. The Canal being narrow, the British Engineers say that it will not be safe to allow a large number of boats to travel in it lest sides of the canal should be eroded and the canal silted. Therefore, it has become necessary to regulate the number of boats which can ply in that canal.

The question of granting a monopoly to a certain firm is engaging the consideration of our Government and we are under negotiation with the British authorities on this question. We generally are not agreeable to give a monopoly to a particular individual.

Mr. P. Raman Menon.—Is there any question about our right to issue licenses to boats?

Mr. V. K. Aravindaksha Menon.—So far as I know there has been no question about it.

Mr. P. Kumaran Ezhuthassan.—Can we take it that our right to issue licenses remains unimpaired?

Mr. V. K. Aravindaksha Menon.—As conditions are at present we can issue licenses.

Mr. K. M. Ibrahim.—Has the Government issued licenses to boats at present?

Mr. V. K. Aravindaksha Menon.—We have given to some but we cannot give it indiscriminately to a large number of boats.

Mr. K. Mohamed Seethi.—Are there any existing timings now made use of?

Mr. V. K. Aravindaksha Menon.—There are.

Then the Hon'ble Member has said about certain shallow portions in the backwaters. I think the Hon'ble Member for Mussalmans has brought this matter to my notice in this House and I have explained that it will be a very costly affair to dredge that portion with no guarantee that it will not be got silted again very soon. So it will be throwing away good money and I think it will not be wise in these days of financial depression to launch upon such schemes. As regards the shallowness of the backwaters near the Ernakulam Ferry we have gone into this question very thoroughly and the peculiar condition of the

LIBRARY ARCHIVES Kerala Legislative Assembly

backwaters here is such that it promotes silt for about 800 feet from the shores. Even if a canal is dug right across it will be silted up in a very short time.

Mr. George Chakyamuri.—Hove you tried it?

Mr. V. K. Aravindaksha Menon.—There is already a bar just near the Ernakulam shore about 200 feet from the Ernakulam shore. That is why the boats take a circuitous route to the south as far as the Huzur Jetty and then turn to the other side. So there is every possibility that a canal across the bar here will not be stable and that was the opinion of the Harbour Engineer-in-Chief also on this question. It does not therefore appeal advisable for us to go and spend money in cutting a channel which as I have said will soon get silted.

Mr. K. M. Ibrahim.—Then what is to be done to remove this difficulty?

Mr. V. K. Aravindaksha Menon.—There are two methods. One is to shift the line boats to the Huzur Jetty where the water is already deep. Another thing is to take it north to the Jail Jetty where also the water is deep. It is only in the intervening area that we have got a shallow portion.

Then the Member referred to the dearth of public jetties at Azhikode Ferry. We have got now 5 public jetties under the Canal Department and they are Ernakulam, Mattancheri, Cherai, Narakkal and Kottappuram.

Mr. K. M. Ibrahim.—Are not the Ferry Jetty and Market Jetty declared public jetties?

Mr. V. K. Aravindaksha Menon.—I do not think the Canal Department has declared them as public jetties. We have got a public jetty at Kottappuram where we have got a Checker.

Mr. K. M. Ibrahim.—Have not places where bridges and wharfs have not been constructed been declared as public jetties?

Mr. V. K. Aravindaksha Menon.—We have not declared them as public jetties in the sense that they are meant for the regulation of traffic. In such places, we keep our own officers to regulate and check the number of passengers. For we have such jetties only in Ernakulam, Mattancheri, Cherai and Kottappuram.

Mr. K. Mohamed Seethi.—I think the jetty at Azhikode is declared a public one.

Mr. V. K. Aravindaksha Menon.—I am not certain. But I do not think that Azhikode Jetty is a place where we regulate traffic.

Mr. K. M. Ibrahim.—Can I get some enlightenment regarding the practice of punishing boat-owners and boats for offences committed by the employees?

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. V. K. Aravindaksha Menon.—I think I have explained the matter before in this House. When a boat employee commits a mistake either by overcrowding the boat or any other of the canal offences the most effective way of stopping it is to penalise the boat-owners. For it is their duty to give definite instructions to their employees not to commit such offences. It may involve matter of life and death. We have to take very drastic action in such matters.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.— സർ, വെള്ളക്കുറവുമൂലം ബോട്ടുകൾ ഉറയ്ക്കുന്നതിനെ സംബന്ധിച്ച് ചെയ്യാമെന്നു ഗവ ൺമെണ്ടു് ഏറ്റിട്ടുള്ള പരിഹാരങ്ങൾ ഉടനെ ചെയ്യണമെന്നാണു് എനിയ്ക്കു പറയുവാനുള്ളതു്. ഇതു സംബന്ധമായി നിരന്തരമായ ബുദ്ധിമുട്ടുകൾ വന്നുകൊണ്ടാണിരിയ്ക്കുന്നതു്. കനോലിത്തോടിനെ സംബന്ധിച്ചിടത്തോളം നമ്മുടെ ഗവൺമെണ്ടു പ്രത്യേക കരാറു കൊടുക്കുന്നതല്ലെന്നും, ബ്രിട്ടീഷ് ഗവൺമെണ്ടു് അങ്ങിനെ ചെയ്താൽ അതു നമുക്കു ബാധകമല്ലെന്നും പറഞ്ഞിട്ടുണ്ടെങ്കിലും ആ കാര്യത്തിൽ വേണ്ടതു് ഉടനെ ചെയ്യുവാൻ ഗവൺമെണ്ടിന്റെ അടിയന്തിരമായ് ശ്രദ്ധയെ ക്ഷണിച്ചുകൊള്ളുന്നു. അതിൽ നമ്മുടെ അവകാശങ്ങൾ സ്ഥാപിച്ചു വാങ്ങിയ്ക്കണമെന്നാണു് എനിയ്ക്കു പ്രത്യേകിച്ചും ഗവൺമെണ്ടിന്റെ ശ്രദ്ധയിൽ പെടുത്തുവാനുള്ളതു്.

അവസാനം അപ്പുറത്തുനിന്നും പറഞ്ഞ ഒരു സംഗതിയിൽ അല്പം അഭിപ്രായവ്യത്യാസമുണ്ടു്. എന്തെങ്കിലും ഒരു സംഗതി ഇല്ലാതാക്കുവാൻ ചെയ്യുന്ന പ്രതിവിധിയ്ക്കു് ഒരു അതിരുണ്ടായിരിയ്ക്കണം. കുറെങ്കിലും നാട്ടിൽ ഇല്ലാതിരിയ്ക്കുവാൻവേണ്ടി പ്രജകളെ കൊല്ലുകയെന്നുള്ളതാണോ പ്രതിവിധി? (ചിരി) അതിനെല്ലാം ഒരു അതിരുണ്ടായിരിയ്ക്കണം. ഒരേസമയത്തു് ഒരേ സ്ഥലത്തേക്കു് ഒന്നിലധികം ബോട്ടുകൾക്കു സമയം കൊടുക്കുക മുതലായി ഇപ്പോൾ നിലവിലുള്ള പഴയ സമ്പ്രദായങ്ങൾ മാറണം. അതിനെല്ലാം ഉടമസ്ഥന്മാരുടെ അഭിപ്രായംകൂടിയറിഞ്ഞു അവരുടെ പ്രയാസങ്ങൾക്കു് ഒരു അറുതി വരുത്തണം. ബോട്ടുവേലക്കാർ ചെയ്യുന്ന കുറ്റത്തിനു് അവരെത്തന്നെ ശിക്ഷിയ്ക്കുവാൻ വേണ്ട സാമഗ്രികൾ നിങ്ങളുടെ കയ്യിൽ ഉണ്ടു്. ബോട്ടു മാസ്റ്റരുടെ സർട്ടിഫിക്കറു് ഒരു നിശ്ചിതകാലത്തേക്കു റദ്ദു് ചെയ്യുക; സ്രാങ്കിന്റെ സർട്ടിഫിക്കറു റദ്ദു് ചെയ്യുക; എന്നിങ്ങിനെയുള്ള സൂത്രങ്ങൾ ഗവൺമെണ്ടിന്റെ കൈവശമുള്ളതുകൊണ്ടു് ഇതിനെല്ലാം ഉടമസ്ഥന്മാരെ തന്നെ പഴിക്കണമെന്നില്ലെന്നു ഞാൻ നേരത്തെ ഇവിടെ പറഞ്ഞതു് അപ്രായോഗികമല്ല. ഞാൻ ഇവിടെ പറഞ്ഞ സംഗതികൾ വീണ്ടും ചിന്തിയ്ക്കണമെന്നപേക്ഷിച്ചുകൊണ്ടു് ഈ ഉപക്ഷേപത്തെ പിൻവലിയ്ക്കുവാനാണു വിചാരിയ്ക്കുന്നതു്.

Motion was, with leave, withdrawn.

LIBRARY ARCHIVES Kerala Legislative Assembly

The whole demand for Rs. 10,65,981 under Public Works—Total, was put and carried.

20—Public Works—Cranganur —Rs 16,910.

Mr. V. K. Aravindaksha Menon.—Sir, I rise to move for an allotment of Rs. 16,910 under 20—Public Works—Cranganur. The works budgetted for next year are mostly of a maintenance character and do not necessitate any explanation from me. There are only two minor works, viz., constructing a small bridge and providing additional accommodation for the High School at Cranganur and the maintenance of Kavil Canal and Kolathikkara Canal.

Motion No. 1.

Mr. K. M. Ibrahim.— *To reduce the allotment of Rs. 16,910 for Public Works, Cranganur by Re. 1.*

(The non-provision in the Budget of some urgent works in Cranganur). കൊടുങ്ങല്ലൂരിന്റെ അവശതകളെക്കുറിച്ചു ചിലതു ഇന്നു ഞാൻ പറഞ്ഞുകഴിഞ്ഞു. കൊടുങ്ങല്ലൂർ പൊതുമരാമത്തിലേക്കാവശ്യപ്പെട്ടിട്ടുള്ള ഫണ്ടിന്റെ ഒരു രൂപ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപമാണു് ഇവിടെ ഞാൻ ബോധിപ്പിയ്ക്കുന്നതു്. വളരെ അടിയന്തിരവും, അത്യാവശ്യവുമായ ചില ഇനങ്ങളെ കൊടുങ്ങല്ലൂരിന്റെ സാമ്പത്തികമായ അസ്വതന്ത്ര്യയുടെ പേരിൽ—മനഃപൂർവ്വമായ ചില വികൃതികൾമൂലം സാധിച്ചുപോരുന്ന അസ്വതന്ത്രതയുടെ പേരിൽ—അവിടത്തെ ബഡ്ജറ്റിൽനിന്നും നിരാകരിച്ചിരിയ്ക്കുന്നതിനെ പ്രതിഷേധിയ്ക്കുകയാണു് ഈ ഉപക്ഷേപത്തിന്റെ ഉദ്ദേശം. ഇതിന്റെ ഒരു ഭാഗം മിസ്റ്റർ ഇക്കണ്ടവാര്യർ അദ്ദേഹത്തിന്റെ പ്രസംഗത്തിൽ പറയുകയുണ്ടായി. കൊടുങ്ങല്ലൂർ എന്റെ നിയോജകമണ്ഡലമായതുകൊണ്ടുമാത്രമല്ല ഞാൻ ഈ വാദം കൊണ്ടുവരുന്നതു്. ഒരു പുരാതനരാജ്യത്തെ ഇത്ര വളരെ ദ്രോഹിച്ചാൽ ആർക്കും ധർമ്മരോഷമുണ്ടാകും. സംഗതി ചുരുക്കിപ്പറയാം. ഇതിനെ സംബന്ധിച്ചുള്ള പ്രധാന സംഗതികൾ പറയുന്നതിനു മുമ്പായിട്ടു് ഒരു സംഗതി എനിയ്ക്കു ഗവർമ്മെണ്ടിനെ മുഖവുരയായി ധരിപ്പിയ്ക്കുവാനുണ്ടു്. ടി രാജ്യം വളരെ മുമ്പു മുതൽ ഞാനും എനിയ്ക്കു മുമ്പുണ്ടായിരുന്ന കൊടുങ്ങല്ലൂർ മെമ്പർമാരും നിരന്തരം ഗവർമ്മെണ്ടിന്റെ ശ്രദ്ധയിൽകൊണ്ടുവന്നിട്ടുള്ളതാണു്. അപ്പോഴെല്ലാം ഗവർമ്മെണ്ടു പറഞ്ഞിട്ടുള്ള 'സദാ തയ്യാർ' സമാധാനത്തേയുംകൂടി പ്രതീക്ഷിച്ചുകൊണ്ടു് ഒരു മറുപടി പറയാം.

കൊടുങ്ങല്ലൂരിന്റെ ധനസ്ഥിതി വളരെ മോശമാണെന്നു പലരും പറയാറുണ്ടു്. അതിനുള്ള ഉത്തരവാദിത്വം ഗവർമ്മെണ്ടാണു വഹിക്കുന്നതെന്ന സംഗതി ഞാൻ പലപ്പോഴും ഗവർമ്മെണ്ടിനെ

LIBRARY ARCHIVES Kerala Legislative Assembly

മനസ്സിലാക്കീട്ടും അവക്ക് അതു മനസ്സിലാകുന്നില്ലെന്നല്ലേ വിചാരിയ്ക്കേണ്ടതു്. കസ്റ്റംസു് എന്നുള്ള ഇനത്തിൽ ഒരു കാര്യമായ സംഖ്യ കൊടുങ്ങല്ലൂരിന്റെ വരവിൽക്കൂട്ടിയാൽ യാതൊരു വിരോധവുമില്ല. ഞാൻതന്നെ ഈ സംഗതി ചില ഘോദ്യങ്ങൾ വഴിയായും മറ്റും ഗവമ്മെണ്ടിനെ ധരിപ്പിച്ചിട്ടുണ്ടു്. ഇതിനെക്കുറിച്ചു് ബഹുമാനപ്പെട്ട സിക്രട്ടറി അവർകൾ ചിന്തിയ്ക്കാമെന്നും പറയുകയുണ്ടായി. ഞാൻ പറയുന്ന സംഗതികൾ അപ്പുറത്തുള്ള ഓരോരുത്തരെ സംബന്ധിയ്ക്കുന്നതു് അവരവർതന്നെ ശ്രദ്ധിയ്ക്കണമെന്നു് എനിക്കപേക്ഷയുണ്ടു്. എന്നാൽ ആ ആലോചനയുടെ ഫലമൊന്നും ഈ ബഡ്ജറിൽ കൊണ്ടുകാണാത്തതിൽ എനിക്കു് അത്രേഹത്തോടു് അല്പം പരിഭവമായിട്ടു സംസാരിയ്ക്കേണ്ടിയിരിക്കുന്നു. എന്റെ സ്നേഹിതൻ മിസ്റ്റർ പോപ്പിറവലാൽ ചിലപ്പോൾ പറയുന്നതുപോലെ 'കൺസിഡറേഷൻ' എന്നുള്ള പദം അത്ഥശൂന്യമായും, അനാത്മാത്ഥതയോടും ഉപയോഗിച്ചു് ഈ കൗൺസിലിന്റെ അന്തസ്സിനു കുറവുവരുത്തരുതെന്നു് എനിയ്ക്കൊരപേക്ഷയുണ്ടു് സംഗതികൾ ആലോചിയ്ക്കാമെന്നു പറഞ്ഞിട്ടു് ആലോചിയ്ക്കാതെ വസ്മരിച്ചുകളയുന്നുവെന്നുള്ള നിലവന്നാൽ അതു് നിയമസഭയേയും ഇവിടത്തെ ഭരണത്തേയും സംബന്ധിച്ചു് സാക്ഷാൽ നാട്ടുകാർക്കുണ്ടായിട്ടുള്ള വിശ്വാസരാഹിത്യത്തിനു കുറെക്കൂടി ഭയങ്കരതയുണ്ടാക്കുമെന്നു ഗവമ്മെണ്ടു ധരിയ്ക്കണം. അതുകൊണ്ടു് ഇനിയെങ്കിലും കസ്റ്റംസു് എന്ന ഇനത്തിൽ കൊടുങ്ങല്ലൂരിനു കൊടുക്കുവാൻ ബാദ്ധ്യതപ്പെട്ട സംഖ്യ അവക്കു കൊടുക്കുവാൻ ഗവമ്മെണ്ടിൽനിന്നും അടിയന്തിരമായി നടപടി നടത്തണം. അങ്ങിനെ ചെയ്യാൽ കൊടുങ്ങല്ലൂരിന്റെ ധനസ്ഥിതിയെക്കുറിച്ചു മേലിൽ നിങ്ങൾ കണ്ണീരു പൊഴിയ്ക്കേണ്ടിവരികയില്ല.

ഇനി പ്രധാനമായി ഏതെല്ലാം പൊതുമരാമത്താവശ്യങ്ങൾ കൊടുങ്ങല്ലൂർ ബഡ്ജറിൽനിന്നും വിട്ടുപോയിട്ടുണ്ടെന്നുള്ള സംഗതിയാണു് എനിയ്ക്കു പറയുവാനുള്ളതു്. ഞാൻ ഇപ്പോൾ പറയുന്ന പണികൾ നാട്ടുകാർ പല രൂപങ്ങളിലായി, ഹർജികൾ വഴിയായും മറ്റും ഗവമ്മെണ്ടിനെ ധരിപ്പിച്ചുകഴിഞ്ഞിട്ടുള്ളതാണു്. തദ്ദേശ സ്വയംഭരണത്തിന്റെ ആദ്യത്തെ "സ-രി-ഗ-മ" ആയ പഞ്ചായത്തുകളും വളരെ കാലമായി ഈ പണികളുടെ അത്യാവശ്യകതയെ നിങ്ങളെ തെര്യപ്പെടുത്തുകയുണ്ടായിട്ടുണ്ടു്. അതിലൊന്നു് മേത്തല പഞ്ചായത്തിൽനിന്നും [illegible] "കടത്തുകടവിൽനിന്നു ചന്തയിലേയ്ക്കു് ഒരു റോഡുണ്ടാക്കുവാൻ" ഉള്ള പ്രമേയം പാസ്സായിട്ടു ഇപ്പോൾ രണ്ടിൽ ചിലപ്പാനം കൊല്ലമായി. അതിനു് ഗവമ്മെണ്ടു നടത്തീട്ടുള്ള നടപടി "The Chief Engineer was addressed in the matter." ഇതു് [illegible] ഈ നിയമസഭയിലെ ചോദ്യോത്തരത്തിൽ

LIBRARY ARCHIVES Kerala Legislative Assembly

മറുപടി തന്നിട്ടുള്ളതിനു് അനുബന്ധമായി ചേർത്തിരിയ്ക്കുന്ന ഭാഗമാണു്. അതുകൊണ്ടു് ഇതിനെപ്പറ്റി യാതൊരു എതിരഭിപ്രായവും ഉണ്ടാകുവാൻ ഇടയില്ലെന്നും ഞാൻ ഗവമ്മെണ്ടിനെ ധരിപ്പിച്ചുകൊള്ളുന്നു. ഇതു അനുബന്ധത്തിൽ അഞ്ചാമത്തെ ഇനമാണു്. ഇത്രകാലമായിട്ടും വളരെകുറഞ്ഞ ചിലവുവരുന്ന ഈ നിസ്സാരസംഗതിയിൽ ഗവമ്മെണ്ടു് ശ്രദ്ധിച്ചിട്ടില്ലാത്തതു വളരെ പരിതാപകരമാണു്. ൬-ാമത്തെ വിഷയം ഇതു് ന-ം -ഫ-ു ൦-ം -ൽ അഴീക്കോടു മേത്തല പഞ്ചായത്തിൽനിന്നും പാസ്സാക്കീട്ടുള്ള റസല്യൂഷനാണു്. "ക്ഷാമനിവാരണാർത്ഥം തൽക്കാലം ഗവമ്മെണ്ടിൽനിന്നും പെരുന്തോടെങ്കിലും വെട്ടിച്ചു തരണമെന്നു്". ഗവമ്മെണ്ടു പറഞ്ഞിട്ടുള്ളതു് "The Chief Engineer was addressed and the Panchayat informed accordingly." ഈ കാര്യത്തിലും മറ്റു യാതൊരു നടപടിയും ഇതുവരെ നടത്തീട്ടില്ല. ഈ സംഗതികൂടി ഇനിയെങ്കിലും ഗവമ്മെണ്ടിന്റെ തത്പരതമായ ശ്രദ്ധയിൽ പതിയണമെന്നുദ്ദേശിച്ചാണു് ഞാൻ ഈ വിവരണം ചെയ്യുന്നതു്. അനുബന്ധത്തിലെ ൬-ാമത്തെ ഭാഗം "കടലാക്രമണം തടയുന്നതിനു് ഒലിമുട്ടു് ഇട്ടതരേണ്ടതാണെന്നു്". ഇതിനു് ഗവമ്മെണ്ടിൽനിന്നും പറഞ്ഞിട്ടുള്ളതു് "Written to the Diwan" എന്നാണു്. ഈ സംഗതിക്കും ഇതുപര്യന്തം യാതൊരുശ്രമനവും കിട്ടിയിട്ടില്ല. ഇനി അനുബന്ധത്തിൽ പത്താമത്തെ ഭാഗം, ന-ി-ഫ൦ു-ൽ കൊടുത്തിട്ടുള്ളതാണു്. "ബ്ലാങ്ങാച്ചാൽ വീതികൂട്ടേണ്ടതാണെന്നു്". ഈ തോടിന്റെ ഒരുഭാഗം ഗവമ്മെണ്ടു് ഈ ആവശ്യമനുസരിച്ചു വീതികൂട്ടീട്ടുണ്ടു്. മറ്റു പല ഭാഗങ്ങളും ഇനിയും വീതികൂട്ടുവാനുണ്ടു്. അതിലും ഗവമ്മെണ്ടിൽനിന്നു് അടിയന്തിരമായ ശ്രദ്ധ പതിപ്പിയ്ക്കണം. എടവിലങ്ങയുടെ വടക്കെ അറ്റംവരെ ഈ തോടു വീതികൂട്ടിയാലേ, തെക്കുഭാഗംപോലും പ്രയോജനപ്പെടുകയുള്ളു. ഫ്ന-ാമത്തെ വിഷയം ഫ ന-വ -ഫ ൦ ു -ൽ "പെരുന്തോടു് ഇക്കൊല്ലത്തിൽതന്നെ താഴ്ത്തികുട്ടേണ്ടതാണെന്നു്". ഗവമ്മെണ്ടിന്റെ മറുപടി "The Panchayat was informed that the Chief Engineer has been addressed in the matter." ഇതു സംബന്ധിച്ചും യാതൊന്നും ഇതുവരെ ചെയ്തിട്ടില്ല. ഇനിയെങ്കിലും ഈ കാര്യം സാധീകരിയ്ക്കുവാൻ അപേക്ഷിയ്ക്കുന്നതിനാണു് ഇവിടെ വീണ്ടും ഈ സംഗതി എടുത്തുപറഞ്ഞതു്. വീണ്ടും ഫ ന-ാമത്തെ വിഷയമായിട്ടു് ന ഫ -ഫ -ു ൦വ -ൽ "പെരുന്തോടു നന്നാക്കാത്തതുകൊണ്ടു് ജനങ്ങൾക്കു വളരെ കഷ്ടനഷ്ടങ്ങൾ ഉള്ളതുകൊണ്ടു് ന൦൦ ക. ഡി. ലിവുചെയ്തു താഴ്ത്തി ചെള്ളുണ്ടാക്കേണ്ടതാണെന്നു്" ഈസംഗതി വീണ്ടും ഗവമ്മെണ്ടിന്റെ ദൃഷ്ടിയിൽപ്പെടുത്തിയിരിക്കയാണു്. പഞ്ചായത്തുകാർ എത്ര മുറവിളികൂട്ടിയാലും കേൾപ്പാനാ

LIBRARY ARCHIVES Kerala Legislative Assembly

രാണ്? വർഷത്തെ വിഷയം സർ—സ്—ഥാവ—ർ ചെടന്നച്ചുന്ത യ്യ് കഴിക്കുവാൻ ഒരു മുട്ടുകാം സ്ഥാപിച്ചുകൂടെ ഇടിഞ്ഞുപോകുന്നതിനു നിവാരണമുണ്ടാക്കണമെന്നു''. ആ കൂര പഴയപടി ഇടിഞ്ഞുകൊണ്ടിരുന്നതുമാത്രമായിരുന്ന ഈ പ്രമേയത്തിന്റെയും ഫലം. തദ്ദേശ സ്വയംഭരണത്തിൽ നിങ്ങൾ വിശ്വസിക്കുന്നുവെന്നും നിങ്ങൾ അതിനെ മാനിക്കുന്നുവെന്നും നിങ്ങൾ ഇടക്കിടക്കു ഘോഷിക്കാറുള്ളതു വെറും 'മേനിപറച്ചിലാ'ണെന്നു് ഈ ഉദാഹരണങ്ങൾ ധാരാളം തെളിയിക്കുന്നുണ്ടു്. വല്ല വികാരവും നിങ്ങൾക്കു തദ്ദേശ സ്വയംഭരണത്തോടു തോന്നുന്നുണ്ടെങ്കിൽ അതു് അനാസ്ഥ ഒന്നുമാത്രമാണു്.

Mr. V. K. Aravindaksha Menon.—What is nature of the disposal of that?

മിസ്റ്റർ. കെ. എം. ഇബ്രാഹിം.—''These are said to have been passed by the Panchayat, but not yet brought to the notice of the department'' എന്നാണു് ഗവൺമെണ്ടിൽനിന്നും ഈ വിഷയത്തിൽ പറഞ്ഞിരിക്കുന്ന മറുപടി. അതിന്റെ അർത്ഥവും നിങ്ങൾക്കു അറിഞ്ഞുകൂടാ.

ഇതുപോലെ വേറെയും പല ഉദാഹരണങ്ങളും ഈ വിഷയമായി പറയേണ്ടതുണ്ടു്. അതിനെക്കുറിച്ചു് അധികം വിവരിച്ചു് ഈ നിയമസഭയുടെ സമയം കളയണമെന്നു ഞാൻ വിചാരിക്കുന്നില്ല. ഇതു സംബന്ധമായി പഞ്ചായത്തുകളിൽനിന്നും ആവശ്യപ്പെട്ടിട്ടുള്ള സംഗതികളും എന്തൊക്കെയാണെന്നു നോക്കി, ഇനിയെങ്കിലും കഴിയുന്നവേഗത്തിൽ ഗവൺമെണ്ടു് നടപടി നടത്തണം. ഗവൺമെണ്ടുതന്നെ പഞ്ചായത്തുകളുടെ അഭിപ്രായം പൊതുജനാഭിപ്രായമാണെന്നും ഉത്തരവാദിത്വഭരണത്തിന്റെ അടിസ്ഥാനത്തെ ഘടകമാണു പഞ്ചായത്തുകളെന്നും സമ്മതിക്കുന്നുണ്ടു്. അങ്ങിനെയുള്ള പഞ്ചായത്തുകളുടെ അഭിപ്രായങ്ങളെ ഇപ്രകാരം തീരെ വിലവെക്കാതിരുന്നാൽ തദ്ദേശ സ്വയംഭരണത്തെക്കുറിച്ചു നിങ്ങൾ നിരന്തരം ചെയ്യാറുള്ള സ്തുതിഗീതങ്ങൾ കേവലക്കാരായ ഒരു ഗവൺമെണ്ടിന്റെ വെറും ഭോഷ്ക്കുമാത്രമാണെന്നു ജനങ്ങൾ ഇന്നല്ലെങ്കിൽ നാളെ മനസ്സിലാക്കും. അതുവരാതിരിക്കുവാൻവേണ്ടിമേലാലെങ്കിലും ഗവൺമെണ്ടു് ഈവക സംഗതികളിൽ തല്പരതയോടെ ശ്രദ്ധ പതിപ്പിക്കണമെന്നു ഞാൻ അപേക്ഷിക്കുന്നു.

ഞാൻ മുമ്പുപറഞ്ഞ മേത്തലപഞ്ചായത്തിനെക്കൂടാതെ മറ്റു ചില പഞ്ചായത്തുകളും കൊടുങ്ങല്ലൂരിലുണ്ടല്ലൊ. എറിയാടു്, ലോകമലേശ്വരം, എടവിലങ്ങു, മുതലായ പഞ്ചായത്തുകൾവഴിയായും പൊതുജനങ്ങളുടെ ഹർജികൾമൂലവും, ഡെപ്യൂട്ടേഷൻവഴിയായും കൊടുങ്ങല്ലൂരിൽ അത്യാവശ്യമായ ചില മരാമത്തുപണികൾ നാട്ടുകാർ ആവശ്യപ്പെട്ടിട്ടുണ്ടു്. ആ ആവശ്യങ്ങൾക്കു് ആറും

LIBRARY ARCHIVES Kerala Legislative Assembly

ഏഴീം കൊല്ലത്തെ പുഴക്കമുണ്ട്. ആ പഞ്ചായത്തുകളിൽനിന്നും ആവശ്യപ്പെട്ടിട്ടുള്ള പണികളും ഗവൺമെണ്ട് ചെയ്തുകൊടുത്തിട്ടില്ല. അവയിൽ ഏറ്റവും പ്രധാനമായിട്ടുള്ളതുമാത്രം ഇവിടെ പറയാം.

അഴീക്കോട്-കാര റോഡിൽ വേടിത്തോടിനു് ഒരു പാലംഇല്ല. ആ പാലം കെട്ടിത്തന്നാൽ കാര-കോതപറമ്പു റോഡിലേക്കു വാഹനങ്ങൾക്കു മറ്റു വളഞ്ഞ വഴികളെ ആശ്രയിക്കാതെ പോകാൻ എളുപ്പമുണ്ട്. ഇപ്പോൾ കൊടുങ്ങല്ലൂരിൽ വലിയ മോശമല്ലാത്ത പല റോഡുകൾ കഴിക്കുപടിഞ്ഞാറായിട്ടു കിടക്കുന്നുണ്ട്. പക്ഷെ ആ റോഡുകളും കാര-കോതപറമ്പു റോഡും തമ്മിൽ ഈ പാലത്തിന്റെ അഭാവത്താൽ നേരിട്ടു ബന്ധമില്ലാതെ കിടക്കുന്നതുകൊണ്ടു് റോഡുകൾ കംബ്ലീറ്റ് സിസ്റ്റം ആകാതെ മുറിഞ്ഞുകിടക്കുന്നു. പണ്ടുകൊല്ലത്തിനു മേൽ പുഴക്കമുള്ള നാട്ടുകാരുടെ മുറവിളിയെ മാനിച്ചു് ആ റോഡു കല്ലിട്ടു തല്ലിയിട്ടില്ല. അതുകൂടി ഉണ്ടാക്കിക്കഴിഞ്ഞാൽ കൊടുങ്ങല്ലൂരിന്റെ നാലുവശത്തും റോഡുകളിൽകൂടി പ്രവേശിക്കുവാൻകഴിയും. എന്നാലേ ഇതുവരെ ചെയ്തുകഴിഞ്ഞ ജോലികൾക്കു പൂർണ്ണഫലം ഉണ്ടാകയുള്ളൂ. എത്രയും വേഗത്തിൽ ആ റോഡു കല്ലിട്ടുതല്ലുകയും പാലം കെട്ടുകയും ചെയ്യ്, കൊടുങ്ങല്ലൂരിൽ ഇതുവരെ തീർത്തിട്ടുള്ള വലിയ പണികളുടെയെല്ലാം ഒരു മകുടം വയ്ക്കുണരമെന്നു് ഞാൻ ഗവൺമെണ്ടിനോടു അപേക്ഷിക്കുന്നു.

അതുപോലെ അഴീക്കോട്ടുനിന്നും കോട്ടപ്പുറത്തെയ്ക്കു് പുഴവക്കിൽകൂടിയാണു് ആളുകളുടെ ഗതാഗതം അധികവും ഉള്ളതു്. അഴീക്കോട്ടുനിന്നു നാഴിക ദൂരത്തിൽ ഇപ്പോഴുള്ള ഒരു റോഡിൽ അൻപതിനുമേൽ വളവുകളുണ്ടു്. ആ വഴിയിൽകൂടി ആളുകളുടെ ഗതാഗതംതന്നെ വളരെ കുറവാണു്. അവിടത്തെ പരിതസ്ഥിതികൾക്കനുസരിച്ചു് ഏറ്റവും കൂടുതൽ ആവശ്യവും ഉപയോഗവുമുള്ളതു അഴീക്കോട്ടുനിന്നും കോട്ടപ്പുറംവരെ പുഴവക്കിൽക്കൂടി ഒരു റോഡാണു്. ഈ സംഗതിയിലും അവിടത്തെ പഞ്ചായത്തു് വളരെകാലമായി നിവേദനങ്ങൾ ചെയ്തുകൊണ്ടിരിക്കുന്നു. അക്കാര്യത്തിലും ഇതുവരെ യാതൊന്നും ചെയ്തിട്ടില്ല. അതുകൊണ്ടു ഇപ്പോൾ കൊടുങ്ങല്ലൂരിൽ എല്ലാം തികഞ്ഞിരിക്കുന്നുവെന്നും കൂടുതൽ ആവശ്യപ്പെടുന്നതു ഭംഗികേടാണെന്നും ആക്ഷേപിക്കുന്നതിനുമുമ്പു് ഞാൻ ഇതുവരെ ആവശ്യപ്പെട്ട കഴിച്ചുകൂടാത്ത പൊതുമരാമത്തു പണികൾകൂടി ഗവൺമെണ്ടു് കഴിയുന്നതു വേഗത്തിൽ അവിടെ നിവൃത്തിച്ചുതരണമെന്നപേക്ഷിക്കുന്നു.

പണമില്ലാത്ത സംഗതി ഇവിടെ എപ്പോഴും പറഞ്ഞുകേൾക്കുന്നു. ഒരു ഗവൺമെണ്ടിനു പണമില്ലെന്നു ഒരിക്കലും പറയുവാൻ പാടില്ല. ഗവൺമെണ്ടും പണമില്ലായ്മയും രണ്ടു വിപരീതപദ

LIBRARY ARCHIVES Kerala Legislative Assembly

ങ്ങളാണ്. 'പണമില്ലാവാദം' അവരുടെ അഭിമാനത്തിനും, ജ്ഞാനത്തിനും പ്രാപ്തിക്കും പാടെ എതിരാണ്. ഈ നാട്ടുകാർക്ക് യാതൊരു പ്രയോജനവുമില്ലാതെ പണച്ചാക്കുകൾ കെട്ടിവെച്ചിട്ടുള്ളവരുണ്ട്. അപ്രകാരം കൂട്ടി വെച്ചതുകണ്ടു മാത്രം രസിക്കുന്ന പണക്കാരുടെ പക്കൽനിന്നും ഈ നാട്ടിലെ തൊഴിലില്ലായ്മയെ പരിഹരിക്കുന്നതിനു പയ്യാപ്പൂവും പൊതുവിൽ ഉപകാരപ്രദവുമായ ഇത്തരം കായ്ങ്ങൾക്കുവേണ്ടി പണം വസൂലാക്കീട്ടെങ്കിലും കായ്ങ്ങൾ നടത്തണം. ചിലർക്ക് അതു രോചകമായിരിക്കയില്ലെന്നേയുള്ളൂ. ന്യൂനപക്ഷത്തിന്റെ ഗുണംമാത്രം നോക്കിയാൽ ഭൂരിപക്ഷത്തിനു ദോഷംവരും. ഭൂരിപക്ഷത്തിനു ഗുണമുണ്ടായാൽ ന്യൂനപക്ഷത്തിനു സഹിക്കാവുന്ന ചില ദോഷങ്ങൾ വരുന്നതു സാരമില്ല. എല്ലാവർക്കും ഒരുപോലെ തൃപ്തിയും അഭ്യുദയവും വരുത്തുവാൻ ഒരു നല്ല ഭരണത്തിനും സാധിക്കയില്ല. ഭരണം ഭൂരിഭാഗത്തിന്റെ ഗുണത്തിനാണ്; പണക്കാരെ പണക്കാർതന്നെ രക്ഷിച്ചുകൊള്ളും. ഇപ്രകാരം പണച്ചാക്കുകൾ കെട്ടിവെച്ചിരിക്കുന്ന ന്യൂനപക്ഷങ്ങളിൽനിന്നും, അവരുടെ ആവശ്യവും ആഡംബരവും കഴിച്ചിട്ടുള്ള പണക്കുന്നുകളിൽനിന്നും ചില അംശമെങ്കിലും പിടിച്ചെടുത്തു ഭൂരിപക്ഷത്തിനു ഗുണം ചെയ്യണമെന്നാണ് ഞാൻ പറയുന്നതു്.

Mr. George Chakyamuri.—Is the Hon'ble Member suggesting that the Government should do looting.

Mr. K. M. Ibrahim.—It is not looting. Only a kind of super-tax.

Mr. M. Krishna Menon.—Then is it highway robbery?

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.—അതു പോകട്ടെ. ചാക്കോ ചാക്യാമുറി സാഹോദര്യത്തിനു് ഈ നിർദ്ദേശം വേദനയുണ്ടാക്കുന്നുവെങ്കിൽ എവിടെനിന്നെങ്കിലും കുറെ കടം വാങ്ങുന്നതോ? അതിനാർക്കെങ്കിലും ആക്ഷേപമുണ്ടോ? പണക്കാരെ വിഷമിപ്പിക്കുവാൻ പണക്കാരുടെ ഗവമ്മെണ്ടിനു സങ്കടമുണ്ടെങ്കിൽ റയിൽവേയ്ക്കു ഫാർബറിനുംവേണ്ടി കടംവാങ്ങിയതുപോലെ കുറഞ്ഞ പലിശക്കു കടം വാങ്ങീട്ടെങ്കിലും ഉൾപ്രദേശങ്ങളിലെ ഗതാഗതത്തിനുള്ള അസൌകര്യത്തേയും, തൊഴിലില്ലായ്മയേയും പരിഹരിക്കണം. ദയവുചെയ്തു പണമില്ലെന്നുള്ള സംഗതി പറയാതിരുന്നാൽ ഞാൻ അതിനുവേണ്ടിമാത്രം ഈ ഉപക്ഷേപം പിൻവലിക്കാം. അതു പറയുകയില്ലെന്നുമാത്രം ഏറ്റാൽമതി. ഇതിനെ സംബന്ധിച്ചു ഗവമ്മെണ്ടിൽനിന്നും പറയുന്ന മറുപടിയറിഞ്ഞിട്ടു ബാക്കിയുള്ള സംഗതികൾ സമർപ്പിച്ചുകൊള്ളാം.

Mr. George Chakyamuri—On a point of information, Sir, is not the working of the principality of Cranganur a loss to the Government?

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. K. M. Ibrahim.—Excluding Customs.

Rama Varmha Tampuran.—It is not a loss to the Government. They have their own surplus funds.

Mr. V. K. Aravindaksha Menon.—In the principality of Cranganur it is stated that certain works of a very urgent nature were not proposed to be carried out in the next year's budget. Some of them are the deepening and widening of the Blangachal Thodu. I may inform the House that it has all widened aud deepened.

Mr. K. M. Ibrahim.—What about the Edavilanga Thodu?

Mr. V. K. Aravindaksha Menon.—The canal was deepened upon to the Edavalanga thodu. About the very important question of coast erosions in Cranganur it is generally well-known that the coast of Cranganur is subject to fluctuations. There used to be erosions and also accretions. To combat this I remember to have submitted a report to construct groynes all along the coast of Cranganur and Government wanted to investigate it. This question was further referred to the Harbour-Engineer-in-chief. He said that it is not possible for him to suggest any remedial measures with the present data at his command. He said it would be necessary to know various informations regarding the currents, the winds and their velocity, etc., for a period of 10 years before anything definite could be said. Otherwise he said there is the danger that if you protect one portion of the coast another portion may be eroded to a much greater extent. If there be accretion in one place there should be an equal amount of erosion at other sides. This is a matter which ought to be taken into consideration very seriously. Then I pointed out to him that we did some groyne works in Edavanakadu and that they proved successful. He said that such groynes may be found useful where erosion is of an incipient character and that it cannot be taken as a regular basis for work. He has not advised any definite system for coast erosion in Cranganur.

Mr. K. M. Ibrahim.—Sir, without interruption, may I ask whether these groynes at Edavanakadu cause any trouble?

Mr. V. K. Aravindaksha Menon.—No. Some groynes may be effective against incipient erosions, *i. e.*, erosions which are not steady. It is only caused by some abnormal circumstances as the floods of 1099. Then with regard to the non-inclusion of a canal work in Perunthodu. It was brought to the notice of the Government by the then Member for Cranganur that drainage canal in Lokamaleswaram Village was more important than this and we began the drainage work in preference to this.

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. K. M. Ibrahim.—Sir, this resolution was passed by the Panchayat while I was a member of the Council. This reso. lution on Perinthodu.

Mr. V. K. Aravindaksha Menon.—There were proposals before 10 years ago, and then we wanted to do the work. We prepared an estimate also. In the meanwhile the then Member of the Council from Cranganur brought it to our notice that the drainage in Lokamaleswaram Village was much more important and that we must take up that work instead of this one.

Then about the construction of a bridge over Vettithodu. It is under our consideration. The proposal of a road by the side of the back-waters, is a new one. I shall look into the possibilities of the proposition.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം.—സർ, ഇവിടെ പറഞ്ഞ എല്ലാ പ്രധാനപ്പെട്ട ഇനങ്ങളെസംബന്ധിച്ചും ശവർമ്മേന്റു ശ്രദ്ധിക്കാമെന്നു പറഞ്ഞിട്ടുണ്ടെങ്കിലും ചില സംഗതികൾ ചീഫ് എഞ്ചിനീയരുടെ മറുപടിയിൽ വിട്ടുപോയിട്ടുണ്ട്. അതുംകൂടി അദ്ദേഹം ഉടനെ നോക്കി പ്രവൃത്തിക്കുമെന്നു് എനിക്കു വിശ്വാസമുണ്ടു്. ശവർമ്മേന്റു് ഈ വിഷയത്തിൽ അനുതാപപൂർവ്വം വേണ്ടതു ചെയ്യുമെന്നുള്ള വിശ്വാസവും, ആദ്ദേഹത്തിന്റെ പ്രതിജ്ഞയും കൊണ്ടു് ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻവലിക്കുവാൻ അനുവാദം ചോദിച്ചുകൊള്ളുന്നു.

Motion was, with leave, withdrawn.

The whole demand for Rs. 16,910 under 20—Public Works —Cranganur was put and carried.

19—Education—Rs. 15,36,135.

Mr. I. N. Menon.—Mr. President, Sir, I beg leave to move for an amount of Rs. 153,6135 under 19,—Education. It has been my privilege, may I say my burden, of introducing this budget asking for collossal sums to be expended on projects which have now come to be questioned. The figures are sufficiently eloquent and is quite unnecessary that I should make any speech in explaining the budget before the House. I do not wish to make any explanatory remarks about the several heads of budget allotments and my duty will be in the main to thank the Hon'ble Members of this House for the very generous manner in which all educational allotments had been voted and if I may speak in confidence to this House, I had occasion to find that in the meeting of the Standing Finance Committee, my budget was even raised under certain heads at the request of the Hon'ble Members of this House who were on that committee. I dare say this is an indication that this House realises that however collossal the sum may be it is hardly sufficient to meet the requirements of this growing department.

LIBRARY ARCHIVES Kerala Legislative Assembly

I solicit the continuance of this liberal treatment so far as the allotment under Education is concerned in future also. Unfortunately I have no achievements to allude to in the last twelve months. If there is one thing to be treated as an achievement it is the report of the committee as well as mine which had been treated in a rather unnecessarily rough manner that I hardly feel that as an achievement. This after noon another vexed question seems to have been resolved, that is the report of the Vernacular Elementary Education Committee. It was signed at 10 past 1 this afternoon. So the two committees which were associated with the department in organising proposals for reform have ended their labours. Beyond this I have nothing to record by way of achievement. But Sir, as you will see from the number and the tenor of the cut motions that have been tabled, I have been responsible not merely for omission as in the case of General Administration, but for a consistency of sinning in both commission and omission. I do not wish, as I always repeat, to anticipate trouble and therefore I shall deal with them as best as I can, as occasions arise. As you see Sir, from these estimates, in spite of the depression from the effects of which even this department had not been exempt, provision has been made sufficiently under primary and secondary education. You will find Sir, there is some increase under these two heads and under one of the most important aspects of educational work, viz., the training of teachers, you will find an additional provision of nearly 12 to 14 thousand rupees, an additional provision which will be of great use to the department. But the most important head from the point of view of the tax-payer of the education estimates is the one which is the least eloquent, the least pretentions, that is the "Miscellaneous". It is indeed of a very miscellaneous nature comprising practically all our activities, and all our progressive demands are met from the provision under this allotment. Just to give you an idea of what this miscellaneous sub-head is, I will read to you a few items which are included under this caption. It contains items so varying as provision for library movement, for the music and other conferences, expenses for deputing delegates to the All-India Teachers Conference, to the All-India Women's Conference, expenses in connection with handicrafts and educational exhibitions, expenditure on the Sanskrit College, on medical inspection, on special stipends and scholarships, scouting and girl-guiding, expenditure on sports, on public examinations, etc. You can see, Sir, how miscellaneous is this Head, how very important it is from the point of view of the educationist. Under this head there is an additional provision of 11 thousand

LIBRARY ARCHIVES Kerala Legislative Assembly

rupees, which considering the lean year through which we are passing, is a very great thing. But I have never been contended with the provision that is given to the department under this head. Because as I have already said it includes all our progressive demands. Practically all our reforms are grouped together under this head. My only consolation is that these lean years may be compensated by the prosperous period that we are looking forward to. There is saying of Emerson who is supposed to have said that.... .... I do hope that with the great self-sacrifices this department has been committed by putting off huge projects, may be compensated for, when these schemes are completed, so that we may have more money liberated for educational achievements. And it is in this hope, hope which no doubt has been deferred pretty long that I again solicit your favourable vote on this demand.

Motion No 1.

Mr. E Ikkanda Warriar.—*To reduce the allotment of Rs. 6,120-for Deputy Inspectors by Re. 1. (To discuss the policy involved in the recent appointment of a Deputy Inspector in place of Mr. A. Krishna Warriar).*

Sir, it is rather a painful task after having helped in the Standing Finance Committee to increase the demand for Education, after having been responsible for the increase in the demand for Education, it is really painful to me to have been left in a position to start the discussion on this demand by means of a cut. But my only consolation is that the cut that I propose is only one rupee and the amount that I was able to increase in the budget was much more than that.

Sir, I move the motion standing in my name which runs as follows.—"To reduce the allotment of Rs. 6,120 for Deputy Inspectors by Re. 1. My object in tabling this motion is to discuss the policy involved in the recent appointment of the Deputy Inspector in place of Mr. A. Krishna Warriar. Before I really move, I should like to get some information. I have asked that by means of a separate question but that question has not been answered. It is this. I should like to know the number of persons who were senior to Mr. Vaidyanatha Ayyar who was appointed in place of Mr. A. Krishna Warriar. I should like to know the number of persons who were adversely affected by the appointment of Mr. Vaidyanatha Ayyar in that Vacancy, i. e., the number of heads over whom he was able to jump.

Mr. I. N. Menon.—There are eight.

The house is aware that in the vacancy caused by the promotion of Mr. Krishna Warriar as the Head-master,

LIBRARY ARCHIVES Kerala Legislative Assembly

Mr. C. A. Vaidyanatha Ayyar was appointed to the Deputy Inspector's place. Mr. Vaidynatha Ayyar was in the U2 grade and the Deputy Inspector's grade is U1. I do not myself know the real technicalities of that grade but that I understand the U2 grade is Rs. 70—85 and the U1 grade is 90—110 and I think the Headmasters' grade comes after that. This Mr. Vaidyanatha Ayyar was in the grade of Rs. 70—85 I understand there were some others in that grade senior to Mr. Vaidyanatha Ayyar. There were others also in the next grade in the grade 90—110, senior to Mr. Vaidyanatha Ayyar. This Vaidyanatha Ayyar was given a lift over the head of eight persons and we do not know what the principle is. The object of my motion is to ascertain the principle that is followed by the Department in the matter of recruitment to the Deputy Inspector's post and also to suggest them what we think to be the right principle which ought to guide the Government in such matters. A similar question arose I think when Mr. C. T. Ittimathew was appointed over the heads of other persons, including I think even this Vaidyanatha Ayyar. There was a hue and cry on that matter in this Council and I think the House has made it clear to the Department that it is not very safe to pick and choose persons from the grade and it will certainly conduce to want of confidence in the minds of those persons who are affected. It will create a sort of discontent in the Department and the House has suggested to the Department on one occasion by means of questions and answers that the best means of avoiding trouble would be to give preference to seniority of service, that is to adopt a presumption that those who are senior in service are also capable to do the work that comes in their way. I happened to raise this question in the Standing Finance Committee and I was told that it was treated as a sort of selection appointment. Then I wanted to know what are the qualifications that are required if one should get this appointment. Nothing has been laid down to guide them in the matter of these appointments. It appears we were told that the Director of Public Instruction keeps a note book and during his inspection he notes down the names of persons who are eligible and who ought to be noted, for whatever purposes it may be, and this selection was made from the notes that he has made in that book. My purpose in moving this motion is to raise my emphatic protest in this House in making selections without making any rules as to what are the qualifications necessary to get into the note book of the Director of Public Instruction. I am sure that some of those who are really affected told me that they never knew that the Director was keeping such a note book at all and they were also not aware

LIBRARY ARCHIVES Kerala Legislative Assembly

as to what are the points that are generally noted during the course of inspection.

Mr. P. Raman Menon.—Why should they know about it?

Mr. E. Ikkanda Warriar.—They must know because they pass the same examinations. The complaint comes from those who have put in more service and they are all persons who have passed similar examinations. They also do the same kind of work.

Mr. M. Krishna Menon.—All Vakils also are of the same type. They pass the same examinations and take the same sanads.

Mr. E. Ikkanda Warriar.—But there is another difference. I will answer in this proper time. There are other tests. It is not one particular person who is judging the capacity of the vakils. It is the clients who pay hard money. Here it is not so. The persons who will be affected have absolutely no choice in the matter, as to the persons who are to judge their fate. There is a world of difference and I only wish to say that that anology will not hold good to the circumstances of the present case. Anyway I shall not be diverted from the point I am aiming at. There is, so far as I am aware, no definite rules laying down that such and such qualifications are necessary for the post of Deputy Inspectors. All the educational qualifications which Mr. Vaidyanatha Ayyar has, is possessed by all the other people, if not more. They have put in more service. Probably it may be said that the work of a Deputy Inspector is different from that of a teacher. The Director of Public Instruction or whoever else examines the work of the teachers can examine only the work done by them as teachers and not the work they have to do as executive officers. If Mr. Vaidyanatha Ayyar had a course of training in other departments and if he had some experience in the executive line, I would not have been here to raise this question before this House.

Mr. A. Sankara Menon.—If it is made selection grade?

Mr. E. Ikkanda Warriar.—My point is again missed. It is not the objection of this House to have a selection grade. Let there be a selection grade. Let the aspirants to the posts be aware as to what are the qualifications necessary to get themselves qualified for that selection. It is the absence of such I am complaining. If there are the minimum qualifications then nobody can complain. Posts like this can very easily be made selection grades and our services will all the more be better for that. But it must be definitely told that it is a selection grade appointment and that such and such qualifications are necessary

LIBRARY ARCHIVES Kerala Legislative Assembly

to get themselves qualified for that. My complaint that there is no such and my object in tabling this cut motion is to ask the Government if they are going to make it selection grade and to lay down rules definitely in future for the guidance of those in service so that there may be.....

Mr. P. Raman Menon.—Is it done anywhere?

Mr. E. Ikkanda Warriar.—It should be done here. If it accords to reason, if it accords to justice, why should it not be done here? The selection may be done rightly or it may be wrongly. What are the checks? From the nature of things selection can only be discretion. It can be used justly, wrongly, unjustly or capriciously. I can understand if you hold a competitive examination for selection. But there must be rules to guide this, and they will have no objection.

Mr. A. Sankara Menon.—Let us have the power. We agree.

Mr. E. Ikkanda Warriar.—I am not against the House having such powers. That is what we are asking for yesterday, to have our own Ministers and to give us more powers I think the Hon'ble Member for Ernakulam who voted for this. But things are such that we cannot have such powers now and so we have to work for our rights within the four corners of the rules. It is for that I am here to formulate some such things. There is no objection for having competitive examinations. Let us have it. I know there are many people affected by this. There may be many according to me who will be better qualified to occupy these posts. But my opinion does not count and I do not want the Government to count my opinions. Why do I raise this question? It is for the purpose of creating confidence in the persons in the department. It is only for that purpose that I say that a public competitive examination must be held and if they are found wanting certainly I would be with the Government in rejecting them.

Now what happens is this. The gentleman gets over the head of a few persons and from the practice which the department follows, the headmasters will be directly recruited from the Deputy Inspectors so that he gets another jump over the other men also. Suppose the so-called S. K. Committee Report is accepted by the Government the Deputy Inspectors' grade will be Rs. 125—150. Then Mr. Ayyar who was drawing only Rs. 75—85 can easily get a jump to Rs. 125. That will certainly create heartburning in the minds of a large number of people and it will be certainly a great injustice to them. So I respectfully submit that in matters like this it is absolutely necessary that there should be certain rules guiding the recruitment and one of these

LIBRARY ARCHIVES Kerala Legislative Assembly

such rules must be that persons who are senior in service should, in the absence of any provision to the contrary, should be treated as persons competent to hold posts above them. If I have anything more to say—I am sure I will have something more to say—I reserve that to the last after hearing in full the objections that may be raised against my motion. With these few words, I commend this motion to the acceptance of this House.

Mr. P. Kumaran Ezhuthassan.—On a point of information, what will be the pay he will be drawing in his new post?

Mr. I. N. Menon.—Rs. 90.

Mr. George Chakyamuri.—A reference was made here to a note book, kept by the Director. May I know whether this book is ever submitted to the Head of the Administration?

Mr. I. N. Menon.—No. It is intended for my personal information. There is no rule requiring that I should keep such a note book. It is not a periodical return to be sent to the Diwan.

The House rose for the day at 5 p. m.

C. J. MATHEW,

Secretary to the Council.

LIBRARY ARCHIVES Kerala Legislative Assembly